

U.S. ARMY CORPS OF ENGINEERS
CIVIL WORKS PROGRAM

CONGRESSIONAL SUBMISSION
FISCAL YEAR 2006

GREAT LAKES AND OHIO RIVER DIVISION

*Budgetary information will not be released
outside the Department of the Army until
7 February 2005*

Justification of Estimates for Civil Function Activities
Department of the Army, Fiscal Year 2006

GREAT LAKES AND OHIO RIVER DIVISION

Corps of Engineers

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Justification of Estimates for Civil Function Activities
Department of the Army, Corps of Engineers
Fiscal Year 2005

SUMMARY, GREAT LAKES AND OHIO RIVER DIVISION

	<u>FY 2005 Allocation</u>	<u>FY 2006 Request</u>	<u>Increase or Decrease</u>
General Investigations			
Surveys	3,846,000	4,000,000	+154,000
Preconstruction Engineering and Design	0	0	0
Subtotal, General Investigations	3,846,000	4,000,000	+154,000
Construction General			
Construction	251,454,000 1/	319,464,000 2/	+68,010,000
Dam Safety Assurance	30,252,000 3/	43,481,000	+13,229,000
Subtotal, Construction General	281,706,000	362,945,000	+81,239,000
Operation and Maintenance	351,129,000	335,341,000	-15,788,000
Grand Total, Great Lakes and Ohio River Division	636,681,000	702,286,000	65,605,000

1/ The amount to be derived from the Inland Waterways Trust Fund in FY 2005 is estimated to be \$111,694,000.

2/ Includes an estimated \$141,472,000 to be derived from the Inland Waterways Trust Fund.

3/ Includes an estimated \$7,500,000 to be derived from the Inland Waterways Trust Fund.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2006

Great Lakes and Ohio River Division

Study	Total Estimated Federal Cost \$	Allocation Prior to FY 2005 \$	Allocation FY 2005 \$	Tentative Allocation FY 2006 \$	Additional to Complete After FY 2006 \$
1. SURVEYS – NEW: None.					
2. SURVEYS - CONTINUING:					
a. Navigation Studies.					
Great Lakes Navigational System, MI, IL, IN, MN, NY, OH, PA and WI Detroit District	TBD	3,214,700	1,309,000	315,000	TBD

The Great Lakes/St. Lawrence Seaway navigation system is an international waterway that provides a minimum 25.5' safe draft for nearly 2,300 miles. The system extends from the Atlantic Ocean throughout the Great Lakes to Duluth, MN. The navigation system is operated and maintained by both the United States and Canadian Governments through the St. Lawrence Seaway Development Corporation (USDOT), the St. Lawrence Seaway Management Corporation (Transport Canada), and the U.S. Army Corps of Engineers. The system contributes to the North American economy in both the United States and Canada. Section 456 of the Water Resources Development Act of 1999 directed the Corps to review the feasibility of improving commercial navigation on the Great Lakes navigation system, including locks, dams, harbors, ports, channels, and other related features, in consultation with the St. Lawrence Seaway Development Corporation. A Reconnaissance Report, in response to the 1999 WRDA study authorization, was completed in February 2003. Prior to initiation of any feasibility studies, additional information is needed, as a supplement to the reconnaissance report, for determination of the Federal interest. This effort will also include an assessment of baseline without-project conditions for the environment, engineering features and economic conditions, and examine concerns that have been raised as a result of public involvement and coordination. Should the recommendation be to proceed with further studies, this phase must also determine the scope of additional studies, including cost and duration, and develop a Project Management Plan. Since the system is a bi-national waterway, coordination with Canada occurred during the development of the Reconnaissance Report, and in May 2003, Transport Canada Minister Collenette and Department of Transportation Secretary Mineta signed a Memorandum of Cooperation which underscores both countries intent to cooperate and collaborate to ensure the viability of the Great Lakes St. Lawrence Seaway System. Further coordination between the Canadian and U.S. Governments has resulted in a draft Memorandum of Understanding between the U.S. Department of Defense, St. Lawrence Seaway Development Corporation and Transport Canada which will be negotiated.

FY03/04 activities included establishment of a bi-national Steering Committee and working groups for the supplemental study efforts, which include representatives from Transport Canada, USDOT, USACE, USFWS, Environment Canada, and both the U.S. and Canadian St. Lawrence Seaway Authorities. In addition, the scopes of work for the three main working groups (environmental, engineering and economic) were finalized, a series of regional public meetings were held to solicit input on the study from interested stakeholders of the waterway, engineering analysis of the system was initiated, and development of engineering and economic models initiated. FY05/06 funds will be used to continue the supplemental study effort.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2006

Great Lakes and Ohio River Division

Study	Total Estimated Federal Cost \$	Allocation Prior to FY 2005 \$	Allocation FY 2005 \$	Tentative Allocation FY 2006 \$	Additional to Complete After FY 2006 \$
TOTAL: Navigation Studies	8,000,000	3,214,700	1,309,000	315,000	3,161,300
b. Flood Damage Reduction Studies.					
Metropolitan Louisville, Southwest, KY Louisville District	2,307,000	1,981,000	194,000	132,000	0

The Metropolitan Louisville, Southwest, study area encompasses a drainage area of approximately 24 square miles in the west and south ends of Louisville, Kentucky. The highly urbanized flood plain includes the main campus area of the University of Louisville, as well as the Churchill Downs neighborhood, site of historic Churchill Downs racecourse. The frequency of flooding has increased over the last few years as a result of overland and combined storm sewer overflows. Components of the existing local flood protection project are inadequate at high Ohio River stages. Flooding occurred in the study area in 1983, 1989, August 1992 (which included loss of life), and most recently in March 1997 when more than 5,000 residential and commercial structures, the Kentucky Fair and Exposition Center, the area around Churchill Downs, and the main campus of the University of Louisville were damaged. Average annual damages in the study area exceed \$5,000,000. The reconnaissance report recommended initiation of feasibility phase studies which would evaluate operational modifications and/or physical improvements to the pump stations located on the Ohio River associated with the existing Federally constructed flood damage prevention project. The Louisville and Jefferson County Metropolitan Sewer District (MSD) is a strong local sponsor. MSD executed the Feasibility Cost Sharing Agreement (FCSA) in June 1999.

FY 2005 funds are being used to continue feasibility study efforts consisting of environmental studies, formulation of the recommended plan, and design and cost estimates of plan components; and, completing the hydrologic and economic evaluation of project alternatives. FY 2006 funds will be used to complete the feasibility study efforts. The estimated cost of the feasibility phase is \$3,366,000, which is cost shared on a 50/50 basis by the Federal Government and the non-Federal sponsor. Up to one-half of the non-Federal share may be in-kind services. A summary of study cost sharing is as follows:

Total Estimated Study Cost	\$3,990,000
Reconnaissance Phase (Federal)	624,000
Feasibility Phase (Federal)	1,683,000
Feasibility Phase (Non-Federal)	1,683,000

The reconnaissance phase was completed in June 1999. Completion of the feasibility phase is scheduled for September 2006.

TOTAL: Flood Damage Reduction Studies	2,307,000	1,981,000	194,000	132,000	0
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APPROPRIATION TITLE: General Investigations, Fiscal Year 2006

Great Lakes and Ohio River Division

Study	Total Estimated Federal Cost \$	Allocation Prior to FY 2005 \$	Allocation FY 2005 \$	Tentative Allocation FY 2006 \$	Additional to Complete After FY 2006 \$
c. Ecosystem Restoration Studies.					
Indiana Harbor, IN Chicago District	3,300,000	1,106,000	397,000	1,000,000	797,000

The study area is located in northwest Indiana in the communities of Gary, East Chicago, and Hammond, Indiana. The study area covers 15.4 river miles, including the Indiana portion of the Grand Calumet River (with the exception of an area cleaned up by United States Steel) and the portions of the Lake George Canal and the Indiana Harbor Canal that are not part of the federal navigation channel. This area contains approximately two million cubic yards of bottom sediments that are highly contaminated with polynuclear aromatic hydrocarbons, metals (including lead and chromium), and PCB's (below the Toxic Substance Control Act level), causing it to be designated an Area of Concern (AOC) in the Great Lakes Water Quality Agreement. AOC's are identified as areas with one or more impairments of fourteen beneficial uses. This area fails all fourteen beneficial uses. The Grand Calumet River/Indiana Harbor is a high priority clean-up area for the Indiana Department of Environment Management (IDEM), the non-Federal sponsor. The purpose of this study is to investigate and recommend alternatives for management of the contaminated sediment and identify areas for habitat restoration and other authorities under which restoration can be accomplished. Sediment is the source of contamination, and environmental restoration cannot occur without removal or management of the contaminated sediment. The Feasibility Cost Sharing Agreement was executed on 24 May 2004.

FY 2005 funds are being used to continue the feasibility phase of the study. FY 2006 funds will be used to continue the feasibility phase of the study. The preliminary estimated cost of the feasibility phase is \$6,100,000, which is to be shared on a 50/50 percent basis by Federal and non-Federal interests. The non-Federal sponsor will provide their share as work-in-kind. A summary of the study cost sharing is as follows:

Total Estimated Study Cost	\$6,350,000
Reconnaissance Phase (Federal)	250,000
Feasibility Phase (Federal)	3,050,000
Feasibility Phase (Non-Federal)	3,050,000

The reconnaissance phase was completed in May 2004. The feasibility phase completion date is to be determined.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2006

Great Lakes and Ohio River Division

Study	Total Estimated Federal Cost \$	Allocation Prior to FY 2005 \$	Allocation FY 2005 \$	Tentative Allocation FY 2006 \$	Additional to Complete After FY 2006 \$
Metropolitan Region of Louisville, Jefferson County, KY Louisville District	430,000	100,000	80,000	130,000	120,000

The study area covers approximately 386 square miles and includes the metropolitan region of Louisville and extends over six counties in north central Kentucky (Jefferson, Oldham and Bullitt) and south central Indiana (Clark, Floyd and Harrison). The study area is drained by the Ohio River, Salt River, Pond Creek, Floyds Fork, Harrods Creek, Beargrass Creek, and Mill Creek in Kentucky, and Silver Creek in Indiana. Federally constructed projects in the area that have directly impacted the environment include: the Louisville, Kentucky, Floodwall; the Southwest Jefferson County Levee and Floodwall; and McAlpine Locks and Dam. Most of Jefferson County was historically riparian, and there are many small waterways with floodplains and riparian corridors in varying states of degradation and development. In particular, the wall and levee systems of Louisville have blocked the natural Ohio River overflows, which naturally recharged wetland areas. Habitat will be restored for endangered species, such as the gray and Indiana bats, and for locally threatened species such as the Louisville crayfish. Drainage and flood damage reduction efforts will be linked to restoration of natural floodplain values through the restoration of wetlands and riparian overbank areas, serving as floodwater attenuation and storage areas. Habitat improvement measures, water control structures, moist soil management units, and reforestation will be analyzed. The purpose of the study is to identify feasible projects to restore the ecosystem function and structure along portions of Pond Creek (and its tributaries) to less degraded, more natural conditions. The ecosystem restoration efforts will involve a comprehensive examination of the problems contributing to the ecosystem degradation and development of alternative means for their solution. The intent of the project is to reestablish the attributes of a naturalistic, functioning and self-regulating ecosystem. The Feasibility Cost Sharing Agreement with the Louisville and Jefferson County Metropolitan Sewer District (MSD) was executed in February 2005.

FY 2005 funds are being used to initiate the feasibility study efforts consisting of environmental studies and plan formulation, and preliminary design of the alternatives in the Pond Creek Watershed. FY 2006 funds will be used to continue the feasibility study efforts consisting of engineering, economic, and environmental analysis of the ecosystem restoration components. The estimated cost of the feasibility phase is \$660,000, which is cost shared on a 50/50 basis by the Federal Government and the non-Federal sponsor. Up to one-half of the non-Federal share may be in-kind services. A summary of study cost sharing is as follows:

Total Estimated Study Cost	\$ 760,000
Reconnaissance Phase (Federal)	100,000
Feasibility Phase (Federal)	330,000
Feasibility Phase (non-Federal)	330,000

The reconnaissance phase was completed in February 2005. The feasibility phase completion date is to be determined.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2006

Great Lakes and Ohio River Division

Study	Total Estimated Federal Cost \$	Allocation Prior to FY 2005 \$	Allocation FY 2005 \$	Tentative Allocation FY 2006 \$	Additional to Complete After FY 2006 \$
Buffalo River Environmental Dredging, NY Cost-shared Feasibility Study Buffalo District	1,132,000	34,000	103,000	200,000	795,000

The Buffalo River and Harbor are located at the eastern end of Lake Erie in Buffalo, New York. The Buffalo River has been identified as one of 43 Areas of Concern (AOC's) in the Great Lakes Basin. Contaminated sediments adjacent to the Federal navigation channel eventually settle in the Federal navigation channel and are unsuitable for open lake disposal. Periodic maintenance of the Federal navigation project requires disposal of the contaminated sediments into a confined disposal facility (CDF) at considerable Federal expense. The Reconnaissance Report was completed in December 2003. The Reconnaissance Report addressed the use of Section 312 of the WRDA 1990, as amended, which provided Environmental Dredging authorities for the removal of contaminated sediments adjacent to Federal Navigation projects. The reconnaissance study recommended the preparation of a feasibility Project Management Plan (PMP) and Feasibility Cost Sharing Agreement (FCSA). The feasibility study will provide for additional sediment analyses, delineate areas for environmental dredging, develop project cost estimates/cost sharing, and assess the ability of the local sponsor to support the project. The Reconnaissance Report identified the Friends of the Buffalo Niagara Rivers as the local sponsor for the feasibility study, and a Letter of Intent was received in December 2003. The Reconnaissance Report recommended an alternative for addressing the contaminated sediments not suitable for open lake disposal, which will significantly reduce the future Federal cost of maintaining the navigation channel, restore beneficial uses of the river, and allow for the implementation of ecosystem restoration authorities. The New York State Department of Environmental Conservation and the Buffalo River Remedial Action Plan (RAP) Committee support contaminated sediment removal. Additionally, with regard to other environmental authorities within the project area, the city of Buffalo and Erie County have demonstrated an interest in supporting environmental restoration projects.

FY 2005 funds are being used to execute the Feasibility Cost Sharing Agreement (FCSA) and initiate technical investigations that are part of the feasibility study. The FCSA is scheduled to be executed in June 2005. FY 2006 funds will be used to continue the feasibility study. The estimated cost of the feasibility phase is \$2,136,000, which is to be shared on a 50/50 percent basis by both Federal and non-Federal interests. A summary of study cost sharing is as follows:

Total Estimated Study Cost	\$2,200,000
Reconnaissance Phase (Federal)	64,000
Feasibility Phase (Federal)	1,068,000
Feasibility Phase (Non-Federal)	1,068,000

The reconnaissance phase is scheduled for completion in June 2005. The feasibility phase completion date is to be determined.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2006

Great Lakes and Ohio River Division

Study	Total Estimated Federal Cost \$	Allocation Prior to FY 2005 \$	Allocation FY 2005 \$	Tentative Allocation FY 2006 \$	Additional to Complete After FY 2006 \$
Onondaga Lake, NY (Partnership) Buffalo District	12,589,800	2,962,200	635,000	200,000	8,792,600

Onondaga Lake, which is part of the New York State Barge Canal System and Oswego River Basin, has a total drainage area of 245 square miles and a surface area of 4.6 square miles. The city of Syracuse is located along the south shore of the lake. Major tributaries to the lake are Onondaga Creek, Ninemile Creek and Ley Creek. The major water resource problem associated with the lake is its degraded water quality. There has been a ban on swimming since the 1940's and fishing was banned on the lake in the 1970's. The poor water quality deters optimal use and economic growth of the surrounding area.

The Onondaga Lake Partnership was authorized under Section 573 of the Water Resources Development Act of 1999. The WRDA 1999 legislation directs the Corps to establish a partnership with other federal, state, and local agencies to develop and implement lake and watershed improvement projects. The WRDA 1999 authorizes the Corps to plan, design, and construct projects for the environmental restoration, conservation, and management of Onondaga Lake.

FY 2005 funds are being used very effectively to execute a watershed management plan and lead the Onondaga Lake Partnership (OLP) through chairmanship of the OLP Executive Committee, participation on OLP Standing Committees including leadership and coordination of the OLP Annual Progress Meeting, and proactive program and project management. USACE leadership and world-class technical support promotes credibility, teamwork and cooperation among Federal, State, and local governments, and other involved parties in the formulation of strategies and execution of numerous projects to address the environmental issues of Onondaga Lake and Onondaga Lake watershed in Syracuse, New York.

FY 2006 will be used to continue the Onondaga Lake watershed management plan (establish baseline conditions) and OLP activities consisting of technical and outreach expertise; soliciting, scoping, scheduling, and cost-estimating future projects; tracking progress of existing projects; negotiating with potential sponsors; investigating and overcoming legal, contractual, regulatory, and technical obstacles to improve Onondaga Lake and its watershed.

The completion date is to be determined.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2006

Great Lakes and Ohio River Division

Study	Total Estimated Federal Cost \$	Allocation Prior to FY 2005 \$	Allocation FY 2005 \$	Tentative Allocation FY 2006 \$	Additional to Complete After FY 2006 \$
Columbus Metropolitan Area, Lower Big Darby Creek Basin (Hellbranch) Environmental Restoration, OH Huntington District	518,000	425,000	40,000	53,000	0

The study area encompasses the Hellbranch watershed of the Big Darby Creek Basin, located in the central part of Ohio within Franklin County. The Hellbranch watershed is approximately 26 miles in length and contains approximately 38 square miles. Big Darby Creek, including the Hellbranch, represents one of the most biologically diverse aquatic systems in the Midwest, supporting more than 100 species of fish and 38 species of mussels. The watershed provides habitat for 14 species classified by the state or Federal government as endangered and 98 species classified as threatened or potentially threatened. Stresses to the entire Darby Creek ecosystem result primarily from agricultural and expanding urban development. Sediment, nutrient and chemical loading from agricultural fields and stormwater runoff from urbanizing areas represent the primary threats from an aquatic habitat and water quality perspective. Large intense pulses of water entering both the tributaries create threats from a hydrologic perspective. Such pulses can result in downstream flooding, the destabilization of stream banks, and the disruption of both streambed and riparian habitats. Possible solutions include wetland restoration, restoration of aquatic habitat, and hydrologic modeling that can be used as a management planning tool for evaluating future development. The Reconnaissance Report was certified to be in accord with policy in July 2000. The Franklin County Soil and Water Conservation District is the cost sharing sponsor with support from the Hellbranch Watershed Forum which includes members from the City of Columbus, the Ohio Department of Natural Resources, Ohio Environmental Protection Agency, the Nature Conservancy, and various townships. The Feasibility Cost Sharing Agreement (FCSA) was executed on 2 June 2003.

FY 2005 funds will be used to continue the feasibility study including development of a watershed action plan which will include water quantity and water quality modeling efforts as well as the identification and evaluation of ecosystem restoration projects. The funds requested for FY 2006 will be used to complete the feasibility phase. The preliminary estimated cost of the feasibility phase is \$946,000, which is to be shared on a 50/50 percent basis by Federal and non-Federal interests. A summary of study cost sharing is as follows:

Total Estimated Study Cost	\$991,000
Reconnaissance Phase (Federal)	45,000
Feasibility Phase (Federal)	473,000
Feasibility Phase (Non-Federal)	473,000

The reconnaissance phase was completed in June 2003. Completion of the feasibility phase is scheduled for September 2006.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2006

Great Lakes and Ohio River Division

Study	Total Estimated Federal Cost \$	Allocation Prior to FY 2005 \$	Allocation FY 2005 \$	Tentative Allocation FY 2006 \$	Additional to Complete After FY 2006 \$
Western Lake Erie Basin, OH, IN and MI Buffalo District	2,215,000	515,000	120,000	560,000	1,020,000

The purpose of this project is to develop measures to improve water quality, flood control, navigation, fish and wildlife habitat and recreation in a comprehensive manner in the Western Lake Erie Basin (WLEB). The WLEB lies within three adjoining states of Ohio, Michigan and Indiana. It includes the Maumee, Portage and Ottawa Rivers. These rivers are major tributaries to Lake Erie at Toledo Harbor in Maumee Bay, Ohio. The lower main stem of the Maumee River has been identified as one of 43 Areas of Concerns (AOC's) in the Great Lakes Basin. Excessive sediment loading has negatively impacted the water quality in some areas of the Bay. Periodic maintenance of the Federal commercial navigation channel requires disposal of contaminated sediments into a confined disposal facility at considerable Federal expense. Two-thirds of the 1,000,000 cubic yards of material dredged annually are being confined, filling existing facilities about three times faster than planned. Also, flood events have been documented at a number of locations, particularly along the Maumee and Portage Rivers, the Blanchard River at Ottawa, and various locations along the Ottawa River in Michigan and Ohio. The Portage River flooded three times in the last five years. The Reconnaissance Report, authorized by section 441 of WRDA 99, has identified several alternative measures and concepts to address the above stated problems in the areas of sediment quality, water quality, fish and wildlife habitat restoration, flood damage reduction, pollution source reduction, source reduction of soil erosion, lack of storage capacity for dredged material disposal, wetland restoration, and contaminated sediment clean-up etc. These concepts provide for comprehensive ecosystem restoration including habitat and wetland restoration, elimination of bacterial loadings and pollutants of concern, improvement to navigation channels, reduction of flood damage, and improvement of combined sanitary sewers and home sewage disposal. Identified potential non-Federal sponsors for the feasibility studies are the Toledo Metropolitan Area Council of Governments, the Toledo-Lucas County Port Authority and the City of Fort Wayne. Given the large size of the basin, several feasibility studies will result. Currently, the first feasibility study would require study implementation in sub-watersheds that have developed management plans and the development of a comprehensive watershed management plan.

FY 2005 funds will be used to initiate and implement the feasibility phase of the WLEB study, Funds that are requested for FY 2006 would be used to continue the feasibility study. The preliminary cost for implementation of the watershed management plan is estimated at \$3,400,000, which is to be shared on a 50/50 percentage basis by Federal and non-Federal interests. A summary of study cost sharing is as follows.

Total Estimated Study Cost	\$ 3,915,000
Reconnaissance Phase (Federal)	515,000
Feasibility Phase (Federal)	1,700,000
Feasibility Phase (Non-Federal)	1,700,000

The reconnaissance phase was completed in December 2003. The feasibility phase completion date is to be determined.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2006

Great Lakes and Ohio River Division

Study	Total Estimated Federal Cost \$	Allocation Prior to FY 2005 \$	Allocation FY 2005 \$	Tentative Allocation FY 2006 \$	Additional to Complete After FY 2006 \$
Mahoning River Environmental Dredging, PA Pittsburgh District.	1,550,000	315,000	0	250,000	985,000

The Mahoning River Basin covers approximately 1,132 square miles in northeastern Ohio and west-central Pennsylvania. More than 750,000 people live within the basin along the study reach of Trumbull and Mahoning Counties, Ohio, and Lawrence County, Pennsylvania. Local interests from both Ohio and Pennsylvania have requested comprehensive evaluations to remove and remediate contaminated sediments from the river. The studies are being conducted under the authority of Section 312 (b) of the Water Resources Development Act of 1990, as amended, which provides for removal and remediation of contaminated sediments within navigable waters for the purpose of ecosystem restoration. The feasibility study includes the Pennsylvania portion of the Mahoning River, which is approximately 12 miles of the Lower Mahoning River (Ohio border at river mile 12 downstream to the confluence with the Shenango River south of New Castle, PA). Deposition of uncontrolled industrial era residue from nine major Mahoning River valley steel plants, which lined the riverbanks throughout the lower 43-mile reach of the Mahoning River, has resulted in the degradation of the aquatic ecosystem and has become a threat to public safety and health as evidenced by the Ohio Department of Health, Human Health Advisory (HHA) issued in 1986 and, for the Pennsylvania portion, by the Pennsylvania Department of Environmental Protection - Public Health Advisory 2001 (PHA). The respective HHA and PHA consists of two warnings: (1) cautioning against contact with the sediments and (2) restrictions of fish consumption. This project will help to restore over 11 miles of water and related land resources. Possible solutions include: removal of in-river contaminated sediments; removal of in-river and riverbank contaminated sediments; or a combination thereof, coupled with bioremediation of insitu-contaminated sediments. The local communities throughout the study reach in Pennsylvania have all expressed support for the study. The Reconnaissance Report was completed in May 2001 with a recommendation to remove and remediate 250,000 cubic yards of contaminated sediments at an estimated cost of \$44 million. The Feasibility Cost Sharing Agreement (FCSA) is planned to be executed in August 2005. The feasibility phase will be initiated in FY 2005 with available funds.

FY 2006 funds will be used to continue the feasibility study. The estimated cost of the feasibility phase is \$2,600,000, which is to be cost shared on a 50/50 percent basis by Federal and non-Federal interests. A summary of the cost sharing is as follows:

Total Estimated Study Cost	\$2,850,000
Reconnaissance Phase (Federal)	250,000
Feasibility Phase (Federal)	1,300,000
Feasibility Phase (Non-Federal)	1,300,000

The reconnaissance phase is scheduled for completion in August 2005. The feasibility phase completion date is to be determined.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2006

Great Lakes and Ohio River Division

Study	Total Estimated Federal Cost \$	Allocation Prior to FY 2005 \$	Allocation FY 2005 \$	Tentative Allocation FY 2006 \$	Additional to Complete After FY 2006 \$
Davidson County, Mill Creek Watershed, TN Nashville District	1,263,000	275,000	462,000	450,000	76,000

Mill Creek is a major tributary of the Cumberland River in southeastern Davidson County and northwestern Williamson County. The Mill Creek watershed is 108 square miles and home to the federally listed endangered Nashville Crayfish. A recurrence of the May 1979 flood of record would cause an estimated \$93M in flood damages today. Over 1,000 homes and businesses are subject to flooding. Corrective measures evaluated during the reconnaissance study include floodway evacuation combined with wetland restoration and enhancement. These outputs will be further refined during the feasibility phase. The sponsor is the Metropolitan Government of Nashville and Davidson County, and the Feasibility Cost Sharing Agreement (FCSA) was executed on April 24, 2003.

FY 2005 and FY 2006 funds will be used to continue the feasibility phase. The estimated cost of the feasibility phase is \$2,300,000, which is to be shared on a 50/50 basis by Federal and non-Federal interests. A summary of study cost sharing follows:

Total Estimated Study Cost	\$2,413,000
Reconnaissance Phase (Federal)	113,000
Feasibility Phase (Federal)	1,150,000
Feasibility Phase (Non-Federal)	1,150,000

The reconnaissance phase was completed in April 2003. The feasibility phase completion date is to be determined.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2006

Great Lakes and Ohio River Division

Study	Total Estimated Federal Cost \$	Allocation Prior to FY 2005 \$	Allocation FY 2005 \$	Tentative Allocation FY 2006 \$	Additional to Complete After FY 2006 \$
New River, Claytor Lake State Park, VA Huntington District	553,000	93,000	180,000	200,000	80,000

Claytor Dam and Lake is a pump-storage hydropower project located near Radford, Virginia, about 30 miles upstream of the Corps' Bluestone Lake, on the New River. The project is owned and operated by American Electric Power. The 21-mile long, 4,500-acre lake has over 100 miles of shoreline and offers a variety of land and water recreational activities which are available to the general public, including hiking, camping, boating, fishing and water skiing. Stresses to the lake ecosystem have resulted primarily from agricultural and expanding urban development. Sediment, nutrient and chemical loading from agricultural fields and the storm water runoff from urbanizing areas represent the primary threats from an aquatic habitat and water quality perspective. Sedimentation is greatest along the inside of the relic river meander bends. In the most upstream areas of the lake, sedimentation has built "point bars" that are permanently exposed and vegetated by native herbaceous and woody emergent species. Immediately downstream, sedimentation has smothered benthic habitat, reduced water depths and fisheries habitat and increased boating hazards. Areas within the relic river meander bends could be dredged to create more stable and functioning bar forms. The created point bars in conjunction with a deeper and slightly more constricted flow area would provide a more self-sustaining channel thus reducing the hazards. This, in turn, will create approximately 20 to 25 acres of emergent wetlands, increasing water quality and providing fisheries and important avian habitat. The New River is an American Heritage River and is one of the most pristine and naturally significant stream systems in the eastern United States. This project is in alliance with the President's American Heritage Rivers Initiative. The Reconnaissance Report was certified to be in accordance with policy on 22 June 2001. We have received a letter of intent from the Virginia Department of Conservation and Recreation (VADCR) dated 16 June 2003. However, a partnership involving local private non-profit organizations and several state and local agencies is currently being formed in support of a local government agency as the non-federal sponsor. There is considerable public interest in this project. The potential sponsor is aware of the cost sharing responsibilities required for project development and implementation. The Feasibility Cost Sharing Agreement is scheduled for execution in June 2005.

FY 2005 funds are being used to initiate the feasibility phase, including negotiating and signing the Feasibility Cost Sharing Agreement (FCSA) and initiating the feasibility study. The funds requested for FY 2006 will be used to continue the feasibility phase of the study, including the gathering of data, development and formulation of alternatives and conducting public informational meetings. The preliminary estimated cost of the feasibility phase is \$926,000, which is to be cost shared on a 50/50 percent basis by Federal and non-Federal interests. A summary of study cost sharing is as follows:

Total Estimated Study Cost	\$1,019,000
Reconnaissance Phase (Federal)	93,000
Feasibility Phase (Federal)	463,000
Feasibility Phase (Non-Federal)	463,000

The reconnaissance phase is scheduled for completion in June 2005. The feasibility phase completion date is to be determined.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2006

Great Lakes and Ohio River Division

Study	Total Estimated Federal Cost \$	Allocation Prior to FY 2005 \$	Allocation FY 2005 \$	Tentative Allocation FY 2006 \$	Additional to Complete After FY 2006 \$
Powell River Watershed, VA Nashville District	2,066,000	1,216,000	159,000	400,000	291,000

The Powell River originates in southeast Virginia and flows southwest across the Tennessee border, where it empties into the Clinch River. Restoring the damaged portions of this unique ecosystem will benefit the eleven endangered mussel species and two threatened fish species. The Powell River Watershed Project Study Plan identified 12 contaminated creeks that contribute to the ecosystem degradation of the Powell River watershed. These creeks will be evaluated in three interim feasibility reports that will develop a watershed management plan containing potential corrective measures. The interim feasibility reports will evaluate measures which provide modification of hydrology or substrate by eliminating heavy metals in the water and increasing the pH of the water to normal levels through use of active (filtration) and passive (weirs, impoundment and wetland creation) systems for restoration of the ecosystem. The Lee-Norton-Wise-Scott-Planning District Commission (LENOWISCO) is the non-Federal sponsor, and the Feasibility Cost Sharing Agreement (FCSA) was executed on July 20, 1998. The Ely and Puckett Creeks interim report was completed in May 2000. The interim report for Straight, Reeds, Jones, and Cox Creeks was completed in November 2004. The interim report on Bundy Creek, Craborchard Creek, Pigeon Creek and Jordan Branch is scheduled for completion in September 2007.

FY 2005 funds will be used to continue the Straight, Reeds, Jones and Cox Creeks interim report and initiate the Bundy Creek, Craborchard Creek, Pigeon Creek and Jordan Branch interim report. FY 2006 funds will be used to continue the feasibility study. The estimated cost of the feasibility phase is \$3,932,000, which is to be shared on a 50/50 basis by Federal and non-Federal interests. A summary of study cost sharing follows:

Total Estimated Study Cost	\$4,032,000
Reconnaissance Phase (Federal)	100,000
Feasibility Phase (Federal)	1,966,000
Feasibility Phase (Non-Federal)	1,966,000

The reconnaissance phase was completed in July 1998. The feasibility phase completion date is to be determined.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2006

Great Lakes and Ohio River Division

Study	Total Estimated Federal Cost \$	Allocation Prior to FY 2005 \$	Allocation FY 2005 \$	Tentative Allocation FY 2006 \$	Additional to Complete After FY 2006 \$
Little Kanawha River, WV Huntington District	418,500	141,500	167,000	110,000	0

The Little Kanawha River Basin occupies 2,300 square miles in northwestern West Virginia. The river rises in Upshur County, West Virginia, and flows in a northwesterly direction about 167 miles to Parkersburg, West Virginia, where it empties into the Ohio River. Flood control in the Little Kanawha River basin was originally planned to be accomplished through the construction of three dams – Burnsville, West Fork and Leading Creek; however, Burnsville was the only project ever completed. As a consequence, there remains a significant flooding history with recurring loss of life and property. In recent years, there has been significant growth and development in Gilmer County located in the upper portion of the basin, and near Parkersburg, West Virginia, in the lower end of the basin. In response to these concerns, a reconnaissance study and report was completed in September 2002 and was certified to be in accordance with policy in April 2004. The report indicated a Federal interest in several potential projects, including structural and non-structural flood control measures as well as environmental restoration and enhancement. The effort will concentrate in the Gilmer County area due to the availability of \$250,000 worth of LIDAR data provided by the Canaan Valley Institute. We will determine stream channel fixes that will reduce sedimentation and improve aquatic habitat in the basin. The West Virginia Department of Environmental Protection (WVDEP) is the cost sharing sponsor. The Feasibility Cost Sharing Agreement (FCSA) was executed on 30 June 2004.

FY 2005 funds will be used to continue the feasibility phase of the study, including the identification of stream reaches for evaluation. FY 2006 funds will be used to complete the feasibility phase of the study, including the monitoring of reaches that have been identified. The estimated cost of the feasibility phase is \$607,000, which is to be cost shared on a 50/50 percent basis by Federal and non-Federal interests. The sponsor's entire portion of the study is being provided by in-kind services. A summary of study cost sharing is as follows:

Total Estimated Study Cost	\$ 722,000
Reconnaissance Phase (Federal)	115,000
Feasibility Phase (Federal)	303,500
Feasibility Phase (Non-Federal)	303,500

The reconnaissance phase was completed in April 2004. Completion of the feasibility phase is scheduled for September 2006.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2006

Great Lakes and Ohio River Division

Study	Total Estimated Federal Cost \$	Allocation Prior to FY 2005 \$	Allocation FY 2005 \$	Tentative Allocation FY 2006 \$	Additional to Complete After FY 2006 \$
TOTAL: Ecosystem Restoration Studies	26,035,300	7,182,700	2,343,000	3,553,000	12,956,600
TOTAL SURVEYS – CONTINUING	36,342,300	12,378,400	3,846,000	4,000,000	16,117,900
TOTAL SURVEYS – NEW & CONTINUING	36,342,300	12,378,400	3,846,000	4,000,000	16,117,900

3. PRECONSTRUCTION ENGINEERING AND DESIGN ACTIVITIES (PED) – NEW: None.

4. PRECONSTRUCTION ENGINEERING AND DESIGN ACTIVITIES (PED) - CONTINUING: None.

TOTAL PED – CONTINUING	0	0	0	0	0
TOTAL PED – NEW & CONTINUING	0	0	0	0	0
GRAND TOTAL – SURVEYS & PED	36,342,300	12,378,400	3,846,000	4,000,000	16,117,900

APPROPRIATION TITLE: Construction, General - Locks and Dams (Navigation)

PROJECT: Olmsted Locks and Dam, Illinois and Kentucky (Continuing)

LOCATION: The project is located in Pulaski County, Illinois, and Ballard County, Kentucky, on the Ohio River near Olmsted, Illinois, approximately 964 miles downstream from Pittsburgh, Pennsylvania.

DESCRIPTION: The project will replace Ohio River Locks and Dams 52 and 53. The new structure will consist of two 110' by 1200' locks adjacent to the Illinois shore and a dam comprised of tainter gates, navigable pass, and a fixed weir. All work is programmed.

AUTHORIZATION: Water Resources Development Act of 1988.

REMAINING BENEFIT-REMAINING COST RATIO: 12.7 to 1 at 7 percent.

TOTAL BENEFIT-COST RATIO: 3.6 to 1 at 7 percent.

INITIAL BENEFIT-COST RATIO: 3.7 at 8 7/8 percent (FY 1991).

BASIS OF BENEFIT-COST RATIO: Benefits are based on the Olmsted Locks and Dam Benefit Update, dated October, 1990.

		STATUS	PERCENT	PHYSICAL COMPLETION
Division: Great Lakes & Ohio River	District: Louisville			Olmsted Lock and Dam, IL & KY
	7 February 2005			

SUMMARIZED FINANCIAL DATA			(1 Jan 2005)	COMPLETE	SCHEDULE
Estimated Federal Cost		\$1,400,000,000	Entire Project	46	To Be Determined
General Appropriations	700,000,000				
Inland Waterways Trust Fund	700,000,000				
PHYSICAL DATA					
Estimated Non-Federal Cost		0	Lock - 110 by 1,200 foot Chambers		2
			Dam - Navigable Pass		1,400 ft.
			Fixed Weir		561 ft.
			Tainter Gates		744 ft.
			Acres – Dam		123 acres
			Road		21 acres
			Disposal Area		114 acres
			Flow Easements		35 acres

SUMMARIZED FINANCIAL DATA (Continued)	GENERAL APPNS.	INLAND WATERWAYS TRUST FUNDS	ACCUM. PCT. OF EST. FED. COST
Allocations to 30 September 2004	\$ 316,383,000	\$ 316,383,000	
Conference Allowance for FY 2005	34,500,000	34,500,000	
Allocation for FY 2005 1/	30,650,000	30,650,000	
Allocations through FY 2005	347,033,000	347,033,000	50
Allocation Requested for FY 2006	45,000,000	45,000,000	56
Programmed Balance to Complete after FY 2006	307,967,000	307,967,000	
Unprogrammed Balance to Complete after FY 2006	\$	\$ 0	

1/ Reflects \$7,205,000 reduction assigned as savings and slippage and \$495,000 rescinded, in accordance with the Consolidated Appropriations Act 2005.

JUSTIFICATION: The project is in a strategic location on the inland waterway system. Virtually all waterway traffic moving between the Ohio River and tributaries and the Mississippi River and tributaries passes through the project area. Olmsted Locks and Dam will replace existing Ohio River Locks and Dams 52 and 53,

Division: Great Lakes & Ohio River

District: Louisville

Olmsted Lock and Dam, IL & KY

7 February 2005

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which are over 70 years old. Both projects have temporary lock chambers that are inefficient and neither project conforms to current design criteria for structural stability. Commercial navigation in 2004 was 95 million tons through Lock 52 and 85 million tons through Lock 53. Over the last ten years, tonnage has been relatively constant, varying between 88 and 98 million tons. The long term (2010-2030) average annual growth rate is projected to be between 0.9 and 1.1 percent. The value of the commodities through the project area in 1999 was estimated at \$20 billion. Energy-related commodities comprised approximately 35 percent of the total tonnage, with grains and chemicals each contributing approximately 12 and 11 percent, respectively, of total tonnage. The projected increases in waterway traffic demands in combination with the limited capacity of the existing locks will result in increased lockage delays, costing the industry \$539 million on an annual basis.

The following counties qualify as areas of "substantial and persistent" unemployment: Illinois - Alexander, Johnson, Massac, Pope, Pulaski, and Union; Kentucky - Ballard, Carlisle, Graves, Livingston, and Marshall.

Average annual benefits at 7 percent are as follows:

Annual Benefits	Amount
Navigation	\$ 526,215,700
Employment	837,000
Cost Reduction	27,333,400
Total	\$ 554,386,100

FISCAL YEAR 2006: The requested amount of \$90,000,000 for this project will be applied as follows:

Continue Real Estate Activities	194,000
Continue Dam Construction	80,312,000
Continue Cultural Resources	10,000
Continue Mussel Monitoring	450,000
Misc. Lock Repairs	536,000
Planning, Engineering, and Design	1,500,000
Construction Management	6,698,000
Lock Operation during Construction	300,000
Total	\$ 90,000,000

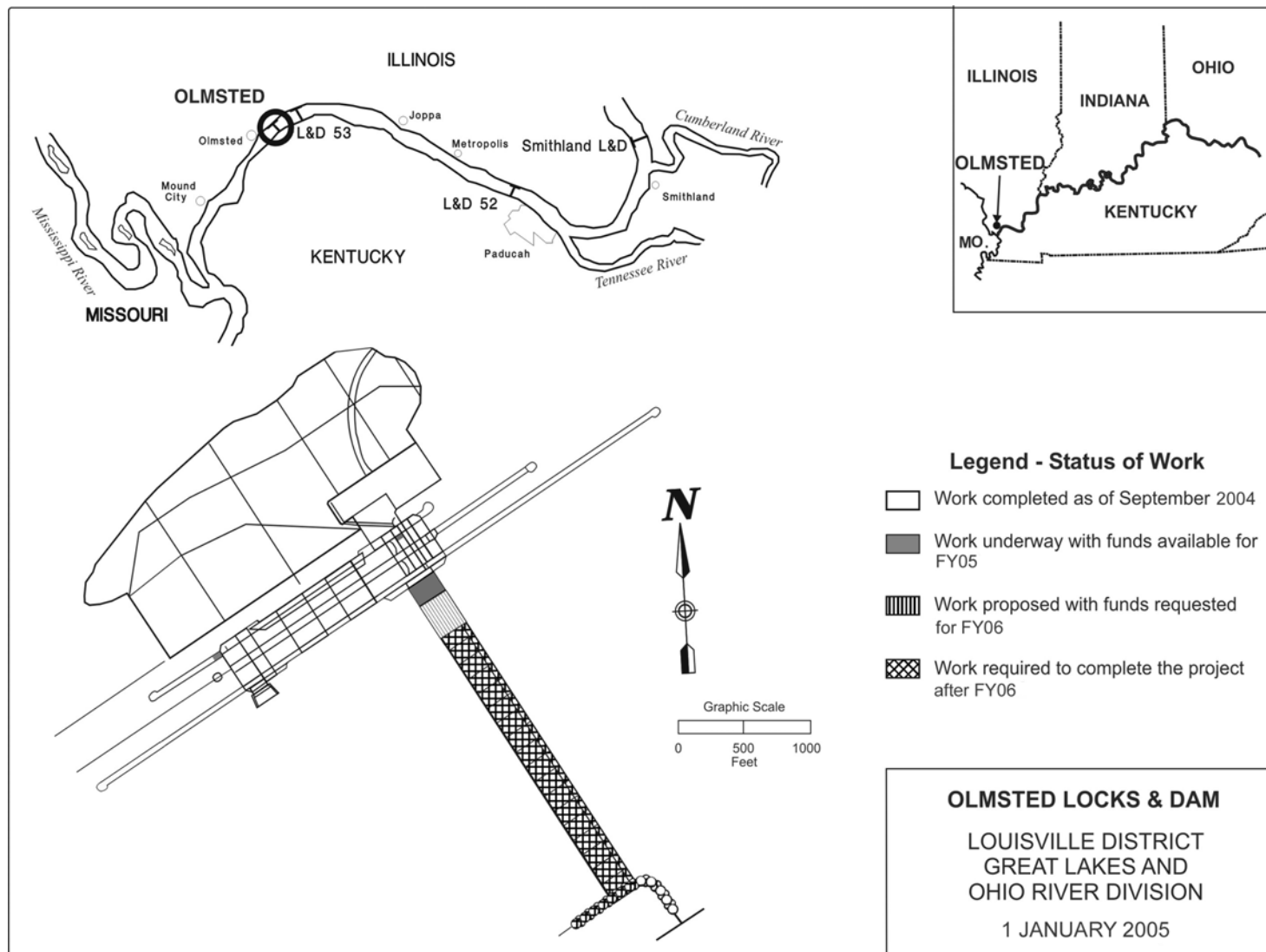
NON-FEDERAL COSTS: In accordance with the cost sharing and financing concepts reflected in the Water Resources Development Act of 1986, 50% of the total cost of construction will be derived from the Inland Waterways Trust Fund.

STATUS OF LOCAL COOPERATION: None required.

COMPARISON OF FEDERAL COST ESTIMATES: The current Federal cost estimate of \$1,400,000,000 is the same as presented to Congress (FY 2005).

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: A final Environmental Impact Statement (EIS) was filed with the Environmental Protection Agency on April 4, 1986. Due to project changes, a Draft Supplemental EIS was filed in November 1991. The Final Supplement to the EIS was filed on March 26, 1993, and the Record Of Decision was signed on May 5, 1993.

OTHER INFORMATION: Funds to initiate preconstruction engineering and design were appropriated in FY 1986. Funds to initiate construction were appropriated in FY 1991. The scheduled completion date is unchanged from the latest presented to Congress (FY 2005), "To Be Determined".



7 February 2005

APPROPRIATION TITLE: Construction, General – Channel and Harbor (Navigation)

PROJECT: Indiana Harbor and Canal, Confined Disposal Facility, Indiana (Continuing)

LOCATION: The project is located on the southwestern shore of Lake Michigan within the City of East Chicago, Lake County, Indiana, 4-1/2 miles east of the Indiana-Illinois state line and 17 miles from downtown Chicago, Illinois.

DESCRIPTION: Indiana Harbor and Canal (IHC) is an authorized Federal navigation project with an entrance channel and outer harbor protected by breakwaters, and an inner harbor which includes the Indiana Harbor Canal and its two branches, the Lake George Branch, which extends west for a distance of 6,800 feet, and the Calumet River Branch which extends south for about 2 miles where it joins the Grand Calumet River. A 4.8 million cubic yards capacity Confined Disposal Facility (CDF) will be constructed on the 164 acres of land adjacent to the Lake George Branch of the IHC, formerly occupied by an oil refinery owned by the Atlantic Richfield Company now a subsidiary of British Petroleum America, Incorporation and subsequently acquired by Energy Cooperative Incorporated (ECI). The ECI property, which currently has open Resource Conservation and Recovery Act (RCRA) status, was transferred to the current local sponsor, the East Chicago Waterway Management District (ECWMD) in 1994. Use of this site for the CDF is contingent upon the construction of specific RCRA closure and corrective action features that will be integral aspects of the CDF construction. The elements of the CDF include construction of dikes; a hydraulic gradient control system which includes monitoring and extraction wells and a subsurface cutoff wall; an on-site effluent treatment plant; a dredged material re-handling area; and air monitoring. All work is programmed.

AUTHORIZATION: River and Harbor Acts of 1910 and 1960.

REMAINING BENEFIT - REMAINING COST RATIO: 1.9 to 1 at 7 percent.

TOTAL BENEFIT-COST RATIO: 1.5 to 1 at 7 percent.

INITIAL BENEFIT-COST RATIO: 1.5 to 1 at 7 percent.

BASIS OF BENEFIT COST RATIO: Benefits are from the Final Comprehensive Management Plan, Indiana Harbor and Canal Maintenance Dredging and Disposal Activities, dated January 1999 at October 2004 price levels.

SUMMARIZED FINANCIAL DATA	ACCUM PCT. OF EST FED. COST	STATUS: (1 JAN 2005)	PHYSICAL PERCENT COMPLETE	COMPLETION SCHEDULE
Estimated Total Appropriation Requirement	\$ 77,700,000	Entire Project	15	To Be Determined
Future Non-Federal Reimbursement	\$ 9,000,000			
Estimated Federal Cost (Ultimate)	\$ 67,000,000			
Estimated Non-Federal Cost	\$ 65,000,000			
Cash Contributions	54,300,000			
Other Costs	1,700,000			
Reimbursements	9,000,000			
Total Estimated Programmed Project Cost	\$ 132,000,000			
Total Estimated Unprogrammed Project Cost	0			
Total Estimated Project Cost	\$ 132,000,000			
Allocations to 30 September 2004	\$ 20,237,000			
Conference Allowance for FY 2005	5,850,000			
Allocation for FY 2005	5,197,000	1/		
Allocations through FY 2005	25,434,000	38		
Allocation Requested for FY 2006	8,000,000	50		
Programmed Balance to Complete After FY 2006	33,566,000			
Unprogrammed Balance to Complete after FY 2006	0			

PHYSICAL DATA

Dikes	13,000 lin. ft
RCRA Cap	948,000 cu. yds
Gradient Controls	1
Effluent Treatment Plant	1
Cutoff Wall	341,715 sq. ft.

1/ Reflects \$611,000 reduction assigned as savings and slippage, and \$42,000 rescinded in accordance with the Consolidated Appropriations Act, 2005.

JUSTIFICATION: Indiana Harbor received over 13.8 million tons of waterborne commerce in 2000, second only to the Port of Chicago in tonnage received on Lake Michigan. The ISG Company, Ispat Inland Steel Company, U.S. Gypsum Company, Safety-Kleen Company and the Amoco Oil Company are the primary users of the Indiana Harbor and Canal. Ispat Inland Steel Company, one of the largest steel manufacturers in the United States, is the largest user of the harbor.

Division: Great Lakes & Ohio River

District: Chicago

Indiana Harbor and Canal, Confined Disposal Facility, IN

7 February 2005

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JUSTIFICATION (continued):

There is an estimated 1 million cubic yards backlog of maintenance dredging at the Indiana Harbor and Canal. The resulting inadequate channel depths are causing deep-draft vessels to plow through sediments at various locations, pushing them into berthing areas and other areas located along dock faces outside of the Federal channel. In addition, ships come into the harbor loaded at less than optimum vessel drafts. There is also a problem due to restricted use of various docks and double handling of bulk commodities as a result of inadequate channel depths. These problems are causing increased transportation costs of waterborne commerce at this navigation project, estimated at \$15.9 million annually. These additional costs are estimated to increase to \$21.7 million by the year 2031. Ships trading into Indiana Harbor forfeit as much as 16 inches of draft, or more than 4,300 tons of cargo each arrival.

The Indiana Harbor and Canal navigation project and the Grand Calumet River region have been identified as one of the 43 Great Lakes Areas of Concern by the International Joint Commission primarily due to the quality of the watercourse sediments. Polluted sediments are continually put into suspension due to propeller action of commercial ships. Major storm events flush polluted sediments from the harbor into Lake Michigan. It is estimated that between 100,000 and 200,000 cubic yards of polluted sediment are being discharged from the harbor into the lake annually. The annual sediment load to the lake contains an estimated 67,000 pounds of chromium, 100,000 pounds of lead and 420 pounds of PCB's. Adverse impacts can be detected and measured for a distance of more than 5 miles from the harbor entrance, affecting water supply intakes, sport fishing and recreational areas. Dredging will remove approximately 4.8 million cubic yards of contaminated sediments from the ambient environment in Northwest Indiana and will partially mitigate the currently unrestricted migration of these polluted materials into the near shore areas of Lake Michigan.

The Indiana Harbor and Canal navigation project has not been dredged since 1972. The United States Environmental Protection Agency determined that disposal in Lake Michigan was no longer acceptable due to the polluted character of the dredged material, nor are they suitable for unconfined upland disposal or beneficial use. Therefore, a confined disposal facility must be constructed before maintenance dredging of the Federal channel can commence.

The total average annual benefits are \$15,678,000, all for navigation.

FISCAL YEAR 2006: The requested amount will be applied as follows:

Continue Construction of Slurry Wall Gaps	\$ 500,000
Continue Construction of Gradient Controls	5 500,000
Engineering and Design	1,580,000
Construction Management	420,000
Total	\$ 8,000,000

NON-FEDERAL COST: In accordance with the cost sharing and financing concepts contained in the Water Resources Development Act of 1986, the non-Federal sponsor must comply with the requirements listed below.

Requirements of Local Cooperation	Payment During Construction and Reimbursements	Annual Operation, Maintenance, Repair Rehabilitation, and Replacement Costs
Pay 25 percent of the costs allocated to general navigation facilities during construction.	25,700,000	
Reimburse an additional 10 percent of the costs of general navigation facilities allocated to commercial navigation within a period of 30 years following completion of construction, as partially reduced by a credit allowed for the value of lands, easements, rights of way, and relocations, allocated to general navigation facilities.	9,000,000	
Pay 100 percent of the construction costs allocated to the local service facilities (berthing areas) and 100 percent of operations and maintenance costs allocated to the local service facilities.	28,600,000	370,000
Provide lands, easements, rights of way, and borrow areas.	50,000	
Modify or relocate utilities, roads, bridges (except existing bridges over, Navigable waters) and other facilities, where necessary for the construction of the project.	1,650,000	
Total Non-Federal	\$65,000,000	\$370,000

The non-Federal sponsor has agreed to make all payments required concurrently with construction and to make all required reimbursements within a period of 30 years following completion of construction.

STATUS OF LOCAL COOPERATION: The East Chicago Waterway Management District is the local sponsor. The Project Cooperation Agreement was executed on 7 August 2000.

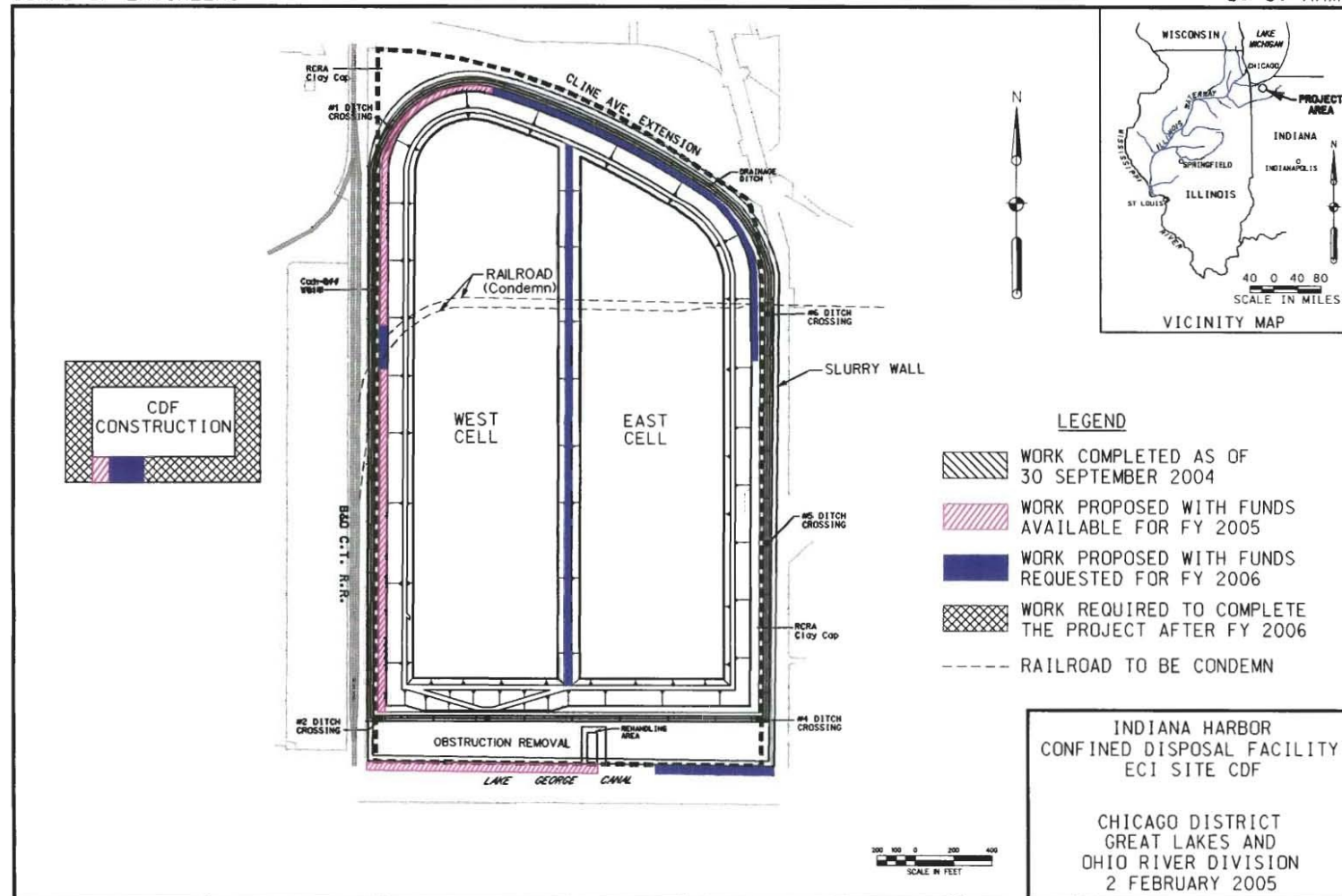
The non-Federal cost estimate of \$65,000,000 which includes a cash contribution of \$54,300,000, has changed from the non-Federal cost estimate of \$56,900,000 which includes a cash contribution of \$47,300,000, as noted in the PCA. The non-Federal required reimbursements, in the amount of \$9,000,000, will be repaid within a period of 30 years following completion of construction. The non-Federal sponsor is financially capable and willing to contribute the non-Federal share.

COMPARISON OF FEDERAL COST ESTIMATE: The current Federal cost estimate (ultimate) of \$67,000,000 is an increase of \$4,000,000 from the last estimate presented to Congress of \$63,000,000 (FY 2005).

Item	Amount
Post Contract Award and Other Estimating Adjustments	\$5,000,000
Price escalation on construction features	\$ (1,000,000)
Total	\$ 4,000,000

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: Public and Agency review of final Environmental Impact Statement and the Comprehensive Management Plan were completed in November 1998. The Record of Decision for the FEIS for the entire project was signed February 2, 1999.

OTHER INFORMATION: Initial construction funds were appropriated in FY 1999. The Comprehensive Management Plan, Indiana Harbor and Canal Maintenance Dredging and Disposal Activities, dated January 1999, was completed with Operation and Maintenance funds. The East Chicago Waterway Management District, the local project sponsor, has received letters of intent from the Ispat Inland Steel and LTV Steel companies to participate with the local sponsor as users of the confined disposal facility project. The scheduled completion date is the same as the latest presented to Congress (FY 2005), "To Be Determined".



7 February 2005

APPROPRIATION TITLE: Construction General - Locks and Dams (Navigation)

PROJECT: McAlpine Locks and Dam, Kentucky and Indiana (Continuing)

LOCATION: The project is located on the Ohio River at Louisville, Jefferson County, Kentucky, Ohio River mile 604.0 to 608.0.

DESCRIPTION: The modernization of the existing facility will replace a 600-foot auxiliary lock chamber and an inactive 360-foot 2-stage chamber with a 1,200-foot lock on the Kentucky bank side of the existing lock and dam. This effort will result in twin 1,200-foot locks for tow traffic. Construction of a new bridge is required to continue access to Shippingport Island and the Louisville Gas & Electric hydroelectric power facility.

AUTHORIZATION: The Water Resources Development Act of 1990.

REMAINING BENEFIT-REMAINING COST RATIO: 5.6 to 1 at 7 percent.

TOTAL BENEFIT-COST RATIO: 2.4 to 1 at 7 percent.

INITIAL BENEFIT-COST RATIO: 1.8 to 1 at 8 percent (FY 1996).

BASIS OF BENEFIT-COST RATIO: Benefits are based on the General Design Memorandum, Project Economic Update approved in March 1994, at 1994 price levels.

SUMMARIZED FINANCIAL DATA			PHYSICAL STATUS (1 Jan 2005)	PERCENT COMPLETE	COMPLETION SCHEDULE
Estimated Federal Cost		\$ 350,000,000	Entire Project	51	To Be Determined
General Appropriations	175,000,000				
Inland Waterways Trust Fund	175,000,000				

Estimated Non-Federal Cost		0	PHYSICAL DATA		
Total Estimated Project Cost		\$ 350,000,000	Wharf Extension		35,400 sf
			Boat Mooring Facility		6,100 sf
			Fixed Bridge		2,100 ft
			Lock Chamber (New)		110 by 1,200 ft
			Buildings:		
			Resident Engineer		6,100 sf
			Operations Service		2,300 sf
			Storage		5,100 sf

	GENERAL APPNS	INLAND WATERWAYS TRUST FUNDS	ACCUM. PCT. OF EST. FED. COST
Allocations to 30 September 2004	\$ 83,288,000	\$ 83,288,000	
Conference Allowance for FY 2005	34,250,000	34,250,000	
Allocation for FY 2005 1/	30,427,000	30,427,000	
Allocations through FY 2005	113,715,000	113,715,000	65
Allocation Requested for FY 2006	35,000,000	35,000,000	85
Programmed Balance to Complete after FY 2006	26,285,000	26,285,000	
Unprogrammed Balance to Complete after FY 2006	\$ 0	\$ 0	

1/ Reflects \$7,154,000 reduction assigned as savings and slippage and \$492,000 rescinded in accordance with the Consolidated Appropriations Act, 2005.

Division: Great Lakes & Ohio River

District: Louisville

McAlpine Locks and Dams, KY and IN

7 February 2005

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JUSTIFICATION: The existing navigation locks are on the Kentucky side of the river. They consist of a 110 by 1,200-foot main lock that was placed in operation in 1961 and two auxiliary locks that were completed in 1930 (110 by 600 foot) and 1921 (56 by 360 foot, closed since 1971). The modernization of the existing facility will replace the existing auxiliary locks with a new 110 by 1,200 foot lock. The new lock is in response to identified annual increases in tonnage levels and delays. Tonnages through the McAlpine Locks are expected to grow annually from the 1993 figure of 63.2 million tons to 127 million tons in 2060. About 40 percent of current traffic is coal. Currently, the average delay is 0.8 hours per tow. With the existing project, by the year 2060, the average delay is projected to be 40 hours per tow. With the lock addition, the average delay is projected to be 1.5 hours per tow. Other project components include a fixed bridge spanning 2,100 feet, including 840 feet of embankment, and three one-story buildings for offices, service, and storage, an industrial wharf for miter gate erection and storage, and a boat mooring facility for small workboats. Construction of the 1,200 foot lock on an efficient schedule is imperative to minimize the risks associated with operating on one lock until the new lock is operational.

Average annual benefits at 7 percent are \$46,169,07, all commercial navigation.

FISCAL YEAR 2006: The requested amount will be applied as follows:

Continue Lock Construction	\$ 65,898,000
Continue Bridge Construction	2,300,000
Planning, Engineering, and Design	208,000
Construction Management	1,594,000
Total	\$ 70,000,000

NON-FEDERAL COSTS: In accordance with the cost sharing and financing concepts reflected in the Water Resources Development Act of 1986, 50 percent of the total cost of construction will be derived from the Inland Waterways Trust Fund.

STATUS OF LOCAL COOPERATION: None required.

COMPARISON OF FEDERAL COST ESTIMATES: The current Federal cost estimate of \$350,000,000 is the same as the latest estimate (\$350,000,000) presented to Congress (FY 2005).

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: An Environmental Assessment (EA) and a Finding of No Significant Impacts (FONSI) have been signed and included in the Final Feasibility Report. In addition, a Section 404 (b) (1) Evaluation has been completed and 401 Water Quality Certification has been obtained from the Kentucky Division of Water. The final Environmental Impact Statement (EIS) was filed with the Environmental Protection Agency in August

Division: Great Lakes & Ohio River

District: Louisville

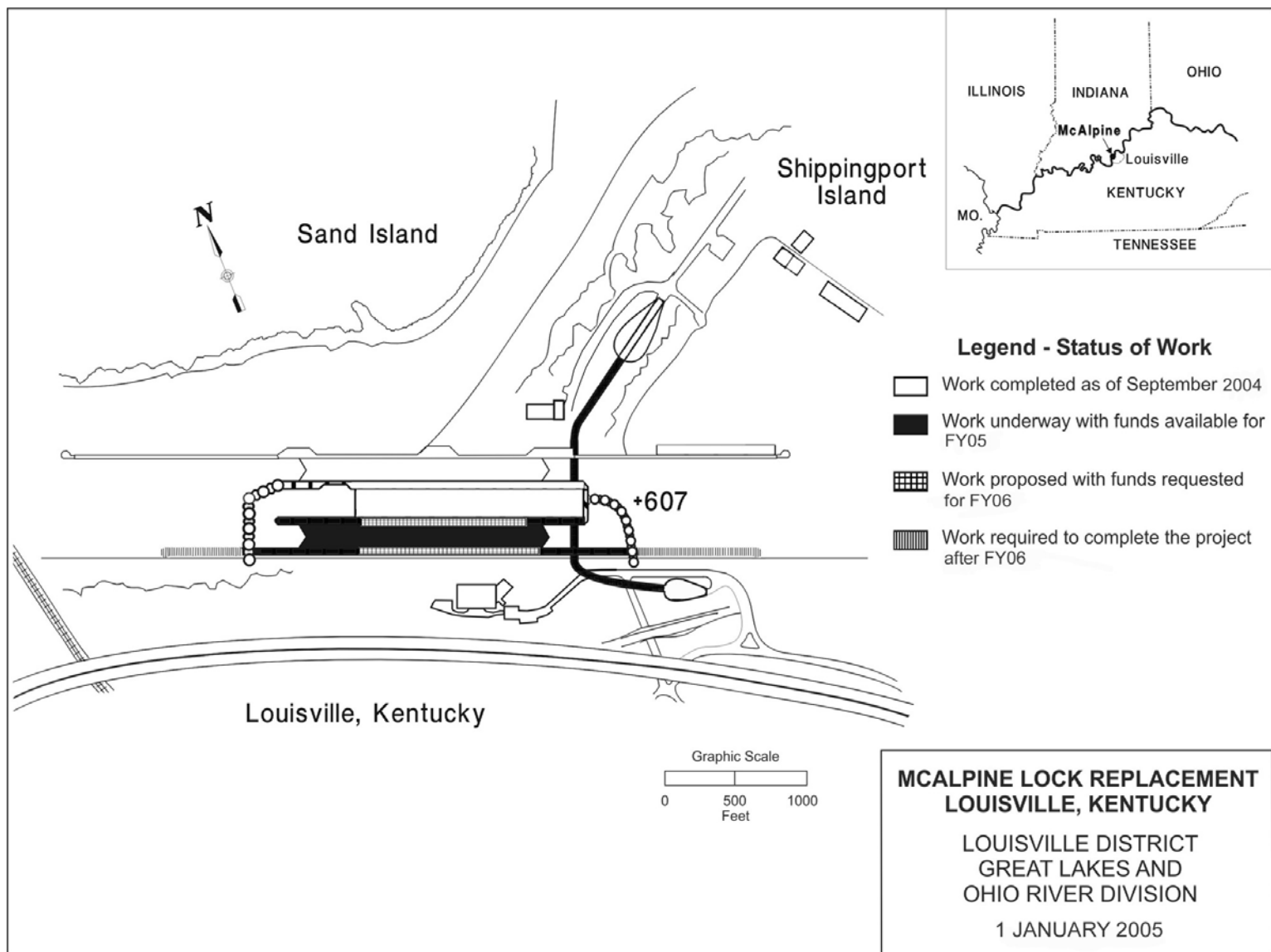
McAlpine Locks and Dams, KY and IN

7 February 2005

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1990. A supplemental EIS updating project requirements was completed in FY 1998.

OTHER INFORMATION: Funds to initiate preconstruction engineering and design were appropriated in FY 1990. Funds to initiate construction were appropriated in FY 1996. The scheduled completion date is unchanged from the latest presented to Congress (FY 2005), "To Be Determined". There are several pending changes resulting from differing site conditions and field adjustments to foundation elevations that will have significant impact on costs. Cost increases will be identified in FY 2007 budget information.



7 February 2005

APPROPRIATION TITLE: Construction General - Locks and Dams (Navigation)

PROJECT: Locks and Dams 2, 3 and 4, Monongahela River, Pennsylvania (Continuing)

LOCATION: Existing Locks and Dams 2, 3, and 4 are the last of the old and undersized locks on the Monongahela River system and have components which have been in service for nearly 100 years. The three projects are located on the lower portion of the Monongahela River near the city of Pittsburgh, Pennsylvania and are located in Allegheny, Washington and Westmoreland Counties. Measured from the Point in Pittsburgh, Locks and Dam 2 is located at river mile 11.2, Locks and Dam 3 at river mile 23.8, and Locks and Dam 4 at river mile 41.5. Six other navigation projects situated upstream of Locks and Dam 4 provide a navigable waterway to Fairmont, West Virginia. At the Point in Pittsburgh, the Monongahela River joins with the Allegheny River to form the Ohio River.

DESCRIPTION: Existing Locks and Dam 2 consists of a main lock with chamber dimensions of 110 by 720 feet, an auxiliary lock with chamber dimensions of 56 by 360 feet, and a 748-foot fixed-crest dam. Existing Locks and Dam 3 consists of locks with chamber dimensions of 56 by 720 feet and 56 by 360 feet and a 670-foot fixed-crest dam. Existing Locks and Dam 4 consists of locks with chamber dimensions of 56 by 720 feet and 56 by 360 feet and a gated dam consisting of five 84-foot gated sections and a 43-foot fixed weir section. The authorized projects consist of a new gated dam and a rehabilitated auxiliary chamber floodway bulkhead structure at Locks and Dam 2; new twin 84 by 720 foot locks and below-dam scour protection of Locks and Dam 4; raising pool 2 by 5 feet and lowering pool 3 by 3.2 feet; removal of Locks and Dam 3; and associated channel dredging, relocations and bank stabilization. Construction began in FY 1995 with the upgrade of the Locks 2 auxiliary chamber floodway bulkhead and relocations. Replacement of the dam at Locks and Dam 2 began in 1999 and is now completed. Efforts are now focused on the new twin locks at Locks 4. All work is programmed.

AUTHORIZATION: Water Resources Development Act of 1992.

REMAINING BENEFIT - REMAINING COST RATIO: 3.7 to 1 at 7 percent.

TOTAL BENEFIT - COST RATIO: 2.2 to 1 at 7 percent.

INITIAL BENEFIT-COST RATIO: 4.2 to 1 at 8 1/4 percent (FY 1995).

BASIS OF BENEFIT - COST RATIO: The initial Benefit-Cost ratio is based upon the Feasibility Report dated December 1991. The Remaining Benefit – Remaining Cost and Total Benefit – Cost ratios are based upon report entitled “Lower Monongahela River, Reassessment of Authorized Project” dated January 2002.

SUMMARIZED FINANCIAL DATA			STATUS (1 Jan 2004)	PERCENT COMPLETE	PHYSICAL COMPLETION SCHEDULE
Estimated Federal Cost		\$ 750,000,000	Entire Project	35	To Be Determined
General Appropriations	375,000,000				
Inland Waterway Trust Fund	375,000,000				
Estimated Non-Federal Cost		0			
Total Estimated Project Cost		\$ 750,000,000			

	GENERAL APPNS.	INLAND WATERWAYS TRUST FUND	ACCUM. PCT.OF EST. FED.COST
Allocations to 30 September 2004	\$ 140,833,450	\$ 140,833,450	
Conference Allowance for FY 2005	17,750,000	17,750,000	
Allocation for FY 2005 ^{1,2}	15,770,000	15,770,450	42
Allocation Requested for FY 2006	25,400,000	25,400,000	6
Programmed Balance to Complete after FY 2006	192,996,550	192,996,550	
Unprogrammed Balance to Complete after FY 2006	0	0	

1/Reflects \$3,707,000 reduction assigned as savings and slippage and \$254,000 rescinded, in accordance with the Consolidated Appropriations Act 2005.

2/Amount shown is not reduced \$9,600,000 for paybacks due to other projects from FY04.

Division: Great Lakes & Ohio River

District: Pittsburgh

Locks and Dams 2, 3, and 4, Monongahela River, PA

7 February 2005

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PHYSICAL DATA

Locks and Dams 2 and 3:

New gated dam 2 (Completed)
 Rehabilitated Auxiliary Chamber Floodway L&D 2 (Completed)
 Bulkhead Structure L&D 2 (Completed)
 Remove Locks and Dam 3
 Raise pool 2 by 5 feet and lower pool 3 by 3.2 feet

Locks and Dam 4:

New twin 84 by 720 foot locks
 Scour Protection

JUSTIFICATION: The projects are located on the Monongahela River near Pittsburgh. The major problems with the projects are deteriorated structural condition and limited lock capacity. These problems are expected to become increasingly severe as the projects age. The extreme structural deterioration of Locks and Dam 3 and Locks 4 is of paramount concern. Major repairs and rehabilitation will not prevent structural failure. The probability of major structural failure and catastrophic loss of navigation pools is unacceptable. The new gated Braddock Dam, at Locks and Dam 2, together with completion of the Pool 2 relocations and raising of Pool 2, will provide significant risk mitigation while the balance of the authorized plan is under design and construction. The continued viability of the Lower Monongahela River navigation system is vital to southwestern Pennsylvania and northeastern West Virginia. For example, CONSOL Energy's Alicia Dock, located along the Monongahela River near Brownsville, PA, is a new transshipment facility with the capacity to throughput 6 million tons of coal annually. Coal is transferred from rail cars directly onto river barges, or can be stored on site up to 200,000 tons capacity. This facility will benefit from the improved reliability and efficiency to be provided by the projects. Average annual benefits are as follows:

Annual Benefits	Amount
Commercial Navigation (Shallow Draft Locks)	\$ 150,000,000
Replacement of Shore side Utilities	2,600,000
Total	\$152,600,000

FISCAL YEAR 2006: The requested amount will be applied as follows:

Continue Real Estate Acquisition	480,000
Continue Construction	28,210,000
Planning, Engineering and Design	4,700,000
Continue Construction Management	1,710,000
Relocations	15,700,000
Total	\$ 50,800,000

Division: Great Lakes & Ohio River

District: Pittsburgh

Locks and Dams 2, 3, and 4, Monongahela River, PA

7 February 2005

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NON-FEDERAL COSTS: In accordance with the cost-sharing and financing concepts reflected in the Water Resource Development Act of 1986, 50% of the total cost of construction will be derived from the Inland Waterways Trust Fund.

Construction of the projects will require modification to privately owned shore side facilities and submarine utility crossings, which were all constructed under Department of the Army permits pursuant to Section 10 of the Rivers and Harbors Act, approved March 3, 1899. The estimated cost to owners of adapting these facilities to new project conditions is \$111,000,000.

STATUS OF LOCAL COOPERATION: None required.

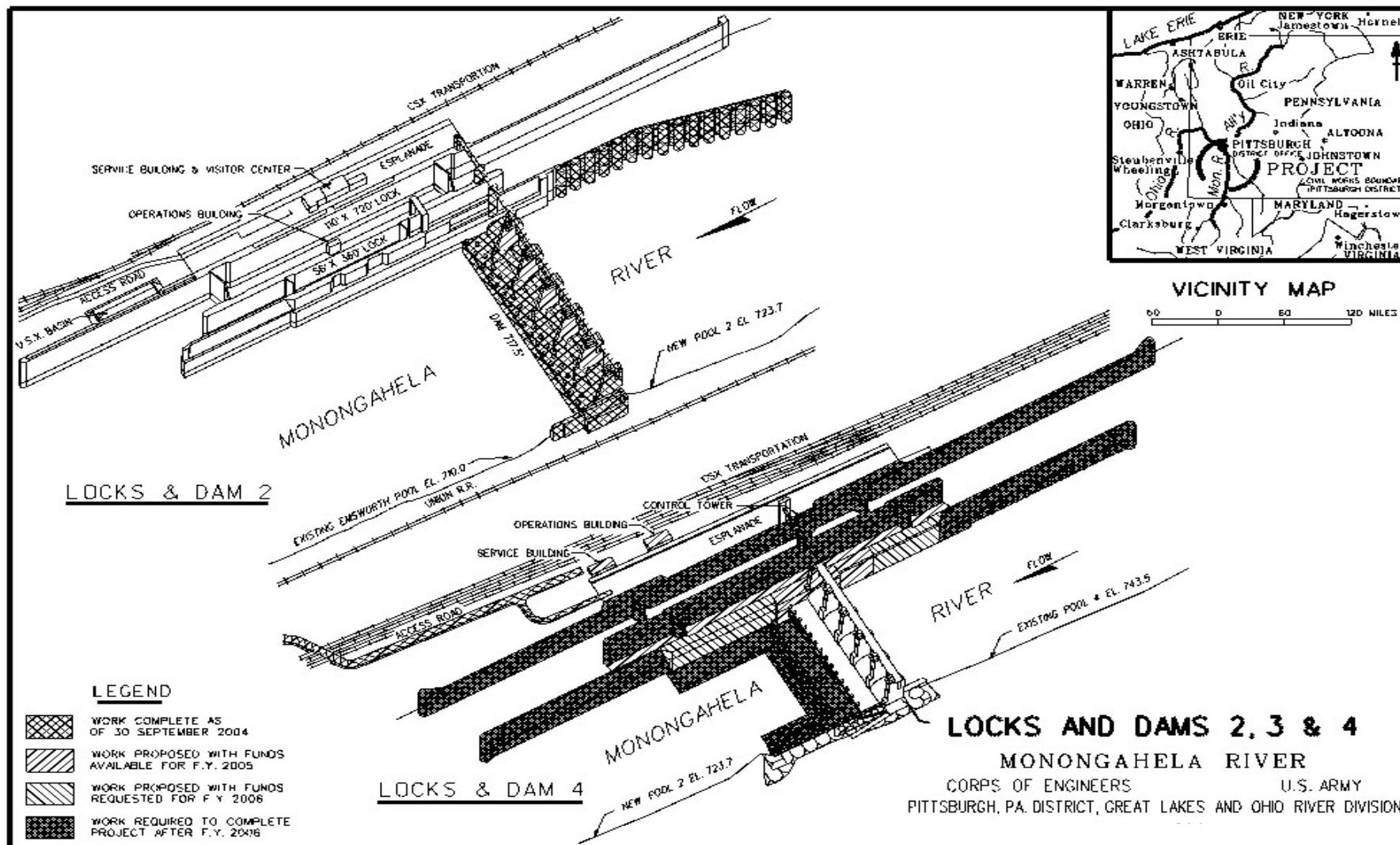
COMPARISON OF FEDERAL COST ESTIMATES: The current Federal cost estimate of \$750,000,000 remains unchanged from the last estimate presented to Congress (FY 2005).

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: The final Environmental Impact Statement was filed with the Environmental Protection Agency on January 28, 1992. The Director of Civil Works signed the Record of Decision on December 17, 1992. A Supplemental Environmental Impact Statement on Project Disposal and various other Environmental Assessments, all-resulting in Finding of No Significant Impacts has been completed pursuant to NEPA.

OTHER INFORMATION: Funds to initiate preconstruction engineering and design were appropriated in FY 1992. Funds to initiate construction were appropriated in FY 1995. The scheduled completion date last presented to congress (FY2004) was September 2013, which reflected a plan to advance construction of the new Locks 4 that required significant funding (\$63 million per year) in the near term. However, due to current annual funding projections of \$30 million, this replacement plan has been forced into a protracted construction schedule, which puts extended demands on the continued use of Locks and Dam 3 and Locks 4. The revised scheduled completion date is 2019, based on an anticipated future constrained funding profile of \$30 million per year.

Locks and Dam 3 and Locks 4 have already outlived their design life, and their respective removal and replacement is critical to keeping the Lower Monongahela River system a reliable and efficient component of the Inland Waterway Navigation System.

The scheduled completion date is unchanged from the latest presented to Congress (FY 2005) "To Be Determined".



7 February 2005

APPROPRIATION TITLE: Construction, General - Locks and Dams (Navigation)

PROJECT: Marmet Locks and Dam, West Virginia (Continuing)

LOCATION: Marmet Locks and Dam is located in Kanawha County near Belle, West Virginia, on the Kanawha River approximately 68 miles above its confluence with the Ohio River. The pool is located entirely in West Virginia.

DESCRIPTION: The proposed modernization plan includes the construction of an additional 110 foot by 800 foot lock on the right descending bank landward of the existing locks. The plan includes the continued use of both existing 56 foot by 360 foot lock chambers as auxiliary locks. The existing dam and the hydroelectric power plant will also remain in operation. A total of 216 real estate tracts are required to support the project. Of the 216 tracts, 179 are residential, 9 are commercial and 28 are vacant. All work is programmed.

AUTHORIZATION: Water Resources Development Act of 1996.

REMAINING BENEFIT-REMAINING COST RATIO: 6.5 to 1 at 7 percent.

TOTAL BENEFIT-COST RATIO: 2.1 to 1 at 7 percent.

INITIAL BENEFIT-COST RATIO: 3.3 to 1 at 7 5/8 percent (FY 1998).

BASIS OF BENEFIT-COST RATIO: Economic Update dated June 1996 and at October 1995 price levels.

SUMMARIZED FINANCIAL DATA		STATUS (1 Jan 2005)	PERCENT COMPLETE	PHYSICAL COMPLETION SCHEDULE
Estimated Federal Cost	\$333,000,000	Entire Project	50	To Be Determined
Construction General	166,500,000			
Inland Waterways Trust Fund	166,500,000			
Total Estimated Project Cost	\$333,000,000			

Division: Great Lakes & Ohio River

District: Huntington

Marmet Locks and Dam, WV

7 February 2005

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SUMMARIZED FINANCIAL DATA (Continued)

	GENERAL APPNS.	INLAND WATERWAYS TRUST FUNDS	ACCUM. PCT. OF EST. FED. COST
Allocations to 30 September 2004	\$ 84,236,486	\$ 84,236,486	
Conference Allowance for FY 2005	37,500,000	37,500,000	
Allocation for FY 2005	33,315,000 1/	33,315,000 2/	
Allocations through FY 2005	117,551,486	117,551,486	71
Allocation Requested for FY 2006	34,415,000	34,415,000	91
Programmed Balance to Complete after FY 2006	14,533,514	14,533,514	
Unprogrammed Balance to Complete after FY 2006	0	0	

1/ Reflects \$3,916,000 reduction assigned as savings and slippage, and \$ 269,000 rescinded from the project in accordance with the Consolidated Appropriations Act, 2005.

2/ Reflects \$3,916,000 reduction assigned as savings and slippage, and \$ 269,000 rescinded from the project in accordance with the Consolidated Appropriations Act, 2005.

PHYSICAL DATA

Lock:

Number – 3
Existing Chambers - 2 - 56 ft. x 360 ft.
Additional Chamber - 1 - 110 ft. x 800 ft.
Lift - 24 ft.

Lands and Damages:

Acres - 21, Existing Locks and Dam
- 103, New Lock

Structures - 242 Residences
- 10 Businesses

JUSTIFICATION: Marmet Locks and Dam links the Kanawha Valley, an important chemical and coal producing area, to its product markets and supply areas. During 2003, 14.1 million tons of traffic locked through Marmet. Coal is the major commodity shipped on the Kanawha River, accounting for over 93 percent of the total tonnage at Marmet. The Marmet project presents a significant impediment to the efficient flow of waterborne commerce due to its outdated features. Amendments to the Clean Air Act, passed in November 1990, have caused an increase in demand for the Kanawha River Basin's low-sulphur coal. When the new Winfield lock came on line in November 1997, the industry's helper boats relocated from Winfield to Marmet. Lockages at Marmet immediately increased 30% to 50% in magnitude. The congestion is expected to increase as traffic on the river increases.

The average annual benefits, at 7 percent, are \$63,456,577, all commercial navigation.

Division: Great Lakes & Ohio River

District: Huntington

Marmet Locks and Dam, WV

7 February 2005

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FISCAL YEAR 2006: The requested amount will be applied as follows:

Continue Lock Construction	\$ 60,912,000
Continue Real Estate Disposal	42,000
Continue Environmental Mitigation	308,000
Complete Cultural Mitigation	84,000
Planning, Engineering and Design	2,350,000
Construction Management	5,134,000
Total	\$ 68,830,000

NON-FEDERAL COST: In accordance with the cost sharing and financing contained in the Water Resources Development Act of 1986, 50 percent of the total costs of construction will be derived from the Inland Waterways Trust Fund.

STATUS OF LOCAL COOPERATION: None required.

COMPARISON OF FEDERAL COST ESTIMATES: The current Federal cost estimate of \$333,000,000 is unchanged from the latest estimate presented to Congress (FY 2005).

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: The final EIS was filed with the Environmental Protection Agency (EPA) on January 26, 1994.

OTHER INFORMATION: Funds to initiate preconstruction engineering and design were appropriated in FY 1994. Funds to initiate construction were appropriated in FY 1998.

Environmental Site Assessments (Phase I and II) identified soil contamination at levels sufficient to warrant remedial activity. None of the contamination identified is considered hazardous; rather, it is a non-hazardous contaminant which requires that the soil be disposed of in a landfill in conformance with Subtitle D of the Resource Conservation and Recovery Act (RCRA). All environmental remedial actions are complete. No groundwater contamination was found.

The Corps developed plans for the new lock construction to have minimum interference with river traffic during construction, but some interference is expected. The Corps established dialogue with the towing industry to determine the best methods to use to minimize interference. Installation of additional navigation mooring facilities was completed in December 2002. A helper boat was used to alleviate construction impacts associated with cofferdam construction which is now complete.

The scheduled completion date is the same as the latest presented to Congress (FY 2005), "To Be Determined".

Division: Great Lakes & Ohio River

District: Huntington

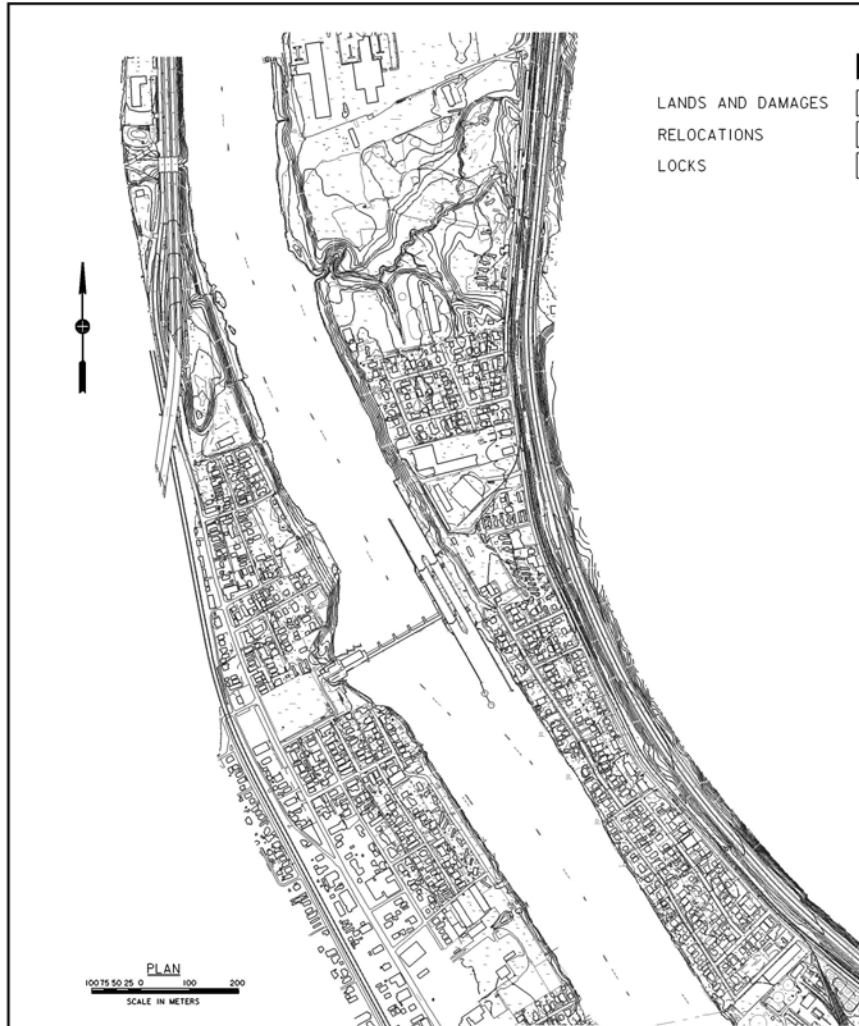
Marmet Locks and Dam, WV

7 February 2005

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CORPS OF ENGINEERS

U.S. ARMY



LANDS AND DAMAGES

RELOCATIONS

LOCKS

97%	1%	1%	1%
99%	1%		
38%	20%	18%	24%



VICINITY MAP

SCALE 1" = 50'

STATUS OF WORK

- WORK COMPLETED
- WORK UNDERWAY WITH FUNDS AVAILABLE FOR F.Y. 2005
- WORK PROPOSED WITH FUNDS REQUESTED FOR F.Y. 2006
- WORK REQUIRED TO COMPLETE THE PROJECT AFTER F.Y. 2006

KANAWHA RIVER
MARMET LOCKS AND DAM
 HUNTINGTON DISTRICT
 GREAT LAKES AND OHIO RIVER DIVISION
 1 JANUARY 2005

7 February 2005

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APPROPRIATION TITLE: Construction, General - Locks and Dams (Navigation)

PROJECT: Robert C. Byrd Locks and Dam (formerly Gallipolis Locks and Dam), West Virginia and Ohio (Continuing)

LOCATION: The project is situated in the Middle Ohio Valley at Ohio River mile 279.2, approximately 14 miles downstream from the mouth of the Kanawha River in West Virginia and approximately 30 miles upstream from the City of Huntington, West Virginia. The new locks are in Mason County, West Virginia and the abutment of the dam is in Gallia County, Ohio.

DESCRIPTION: The project includes the rehabilitation of the non-navigable, high-lift, gated, existing dam and construction of a new 1200 by 110 foot main lock and a new 600 by 110 foot auxiliary lock in a canal extending across a slight bend in the river, bypassing the existing locks and dam on the left descending (West Virginia) bank. The canal, in effect, straightens the river bend and provides a relatively straight down-bound approach for several miles. All work is programmed.

AUTHORIZATION: River and Harbor Act of 1935, Supplemental Appropriations Act, 1985, and the Water Resources Development Act of 1986. The Water Resources Development Act of 1992, Section 118, changed the project name to the Robert C. Byrd Locks and Dam. The Water Resources Development Act of 2000, Section 548, added authorization to preserve and restore the General Jenkins House at Lesage/Greenbottom Swamp.

REMAINING BENEFIT-REMAINING COST RATIO: Not applicable because construction of the project is substantially complete.

TOTAL BENEFIT-COST RATIO: Not applicable because construction of the project is substantially complete.

INITIAL BENEFIT-COST RATIO: 11.3 to 1 at 8 1/8 percent (FY 1985).

BASIS OF BENEFIT-COST RATIO: General Design Memorandum, dated November, 1982, at October, 1982 price levels.

SUMMARIZED FINANCIAL DATA		STATUS (1 Jan 2005)	PERCENT COMPLETE	PHYSICAL COMPLETION SCHEDULE
New Construction Work		Entire Project	98	To Be Determined
Estimated Federal Cost	\$ 310,200,000	Lock Construction	100	Jan 1993
General Appropriations	155,100,000	Mitigation Sites	99	To Be Determined
Inland Waterways Trust Fund	155,100,000	Dam Rehabilitation	99	To Be Determined
		Jenkins House	15	To Be Determined

Division: Great Lakes & Ohio River

District: Huntington

Robert C. Byrd Locks and Dam, WV and OH

7 February 2005

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SUMMARIZED FINANCIAL DATA (Continued)

Dam Rehabilitation		
Estimated Federal Cost		\$ 73,000,000
General Appropriations	36,500,000	
Inland Waterways Trust Fund	36,500,000	
Total Estimated Federal Cost		\$ 383,200,000
General Appropriations	191,600,000	
Inland Waterways Trust Fund	191,600,000	
Estimated Non-Federal Cost		0
Total Estimated Project Cost		\$ 383,200,000

	GENERAL APPNS.	INLAND WATERWAYS TRUST FUNDS	ACCUM. PCT. OF EST. FED. COST
Allocations to 30 September 2004	\$188,547,000 1/	\$188,547,000	
Conference Allowance for FY 2005	450,000	450,000	
Allocation for FY 2005	400,000 2/	400,000 3/	
Allocations through FY 2005	188,947,000	188,947,000	99
Allocation Requested for FY 2006	457,000	457,000	99
Programmed Balance to Complete after FY 2006	2,196,000	2,196,000	
Unprogrammed Balance to Complete after FY 2006	0	0	

1/ Allocations thru FY04 include \$9,526,000 paid by the Department of Treasury Judgment Fund for settled claim.

2/ Reflects \$47,000 reduction assigned as savings and slippage, and \$3,000 rescinded in accordance with the Consolidated Appropriations Act, 2005.

3/ Reflects \$47,000 reduction assigned as savings and slippage, and \$3,000 rescinded in accordance with the Consolidated Appropriations Act, 2005.

PHYSICAL DATA

Bypass Canal:

Length - 1.7 miles
Bottom Width - 500 feet (min)

Locks:

Number - 2
Main Lock - 110 x 1,200 feet
Auxiliary Lock - 110 x 600 feet

Dam:

Major rehabilitation of the existing navigation dam to include replacing the dam roller gates and strengthening the foundation.

Lands and Damages:

Total existing easement area	1798 acres
Existing locks and dam	82 acres
New locks and canal	546 acres
Mitigation	837 acres
Dam rehabilitation	28 acres

JUSTIFICATION: Completion of the new locks has enabled tows to transit the project area efficiently and has completed a series of 110 by 1200 foot locks from near Pittsburgh to Cairo, Illinois. Reduced delays and transportation costs are benefiting the economy of the Nation directly and indirectly. The project is strategically located between the highly industrialized upper Ohio River Basin area and its product markets and supply regions. Robert C. Byrd Locks and Dam captures a significant portion of the commodities transiting the Ohio River. The traffic levels (number of lockages) have decreased and volume of commodities have increased at Robert C. Byrd Locks and Dam, as forecast in the authorization document. Between the years of 1993 and 2003, traffic has ranged from 51.2M to 59.4M tons annually.

The new locks and the dam rehabilitation also remedy problems associated with the age, condition, and hazardous location of the existing facilities. The existing locks and dam are over 50 years old and have been increasingly difficult to operate and maintain. Lock outages have been a major problem and would have become very critical in the future. Accident reports and information from the navigation industry documented that the existing facilities were unsafe due to the location of the locks and velocities generated during above normal river conditions.

The average annual benefits, at 7 percent, are estimated as follows:

Annual Benefits	Amount
Commercial Navigation	\$ 87,521,000
Recreation	140,000
Total	\$ 87,661,000

FISCAL YEAR 2006: The requested amount will be applied as follows:

Continue Jenkins Preservation	\$ 688,000
Planning, Engineering and Design	168,000
Construction Management	58,000
Total	\$ 914,000

NON-FEDERAL COST: In accordance with the cost sharing and financing concepts reflected in the Water Resources Development Act of 1986, 50 percent of the total costs of construction will be derived from Inland Waterways Trust Fund. The West Virginia Division of Natural Resources will be responsible for operation and management of mitigation lands at an estimated average annual cost of \$55,000 for the Greenbottom area and \$345,000 for the on-site mitigation (fish hatchery). The West Virginia Division of Culture and History annual O&M cost for the General Jenkins House is estimated to be \$30,000.

STATUS OF LOCAL COOPERATION: The West Virginia Division of Natural Resources by lease agreement has assumed responsibility for operation and management of the off-site mitigation area. The General Jenkins House has been subleased to the West Virginia Division of Culture and History. The Corps is in the process of turning the completed onsite mitigation fish hatchery in fee over to the State of West Virginia Division of Natural Resources.

COMPARISON OF FEDERAL COST ESTIMATES: The current Federal cost estimate of \$383,200,000 is an increase of \$2,200,000 from the latest estimate (\$381,000,000) presented to Congress (FY 2005). This change includes the following items.

Item	Amount
Price Escalation on Construction Features	\$ 250,000
Post Contract Award and Other Estimating Adjustments (including contingency adjustments)	1,950,000
Total	\$ 2,200,000

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: The Final Environmental Impact Statement (EIS) was filed with Environmental Protection Agency on January 8, 1981. Supplement I to the EIS was filed on October 30, 1991.

OTHER INFORMATION: Funds to initiate preconstruction engineering and design were appropriated in FY 1984. Funds to initiate construction were appropriated in FY 1985. The Water Resources Development Act (WRDA) of 1992, Section 118, changed the project name to the Robert C. Byrd Locks and Dam.

The Water Resources Development Act of 2000, Section 548, includes authority to preserve and restore the General Jenkins House, which is located at the Greenbottom Wildlife Management Area. The Corps is working with the West Virginia Division of Culture and History and interested local historical groups to develop a strategy to implement the provisions of WRDA 2000. The scope and total cost of the restoration has not yet been developed. The scheduled completion date is the same as the latest presented to Congress (FY 2005), "To Be Determined."

APPROPRIATION TITLE: Construction General - Locks & Dams (Navigation)

PROJECT: Winfield Locks and Dam, West Virginia (Continuing)

LOCATION: Winfield Locks and Dam is located in Putnam County, West Virginia, on the Kanawha River near Eleanor, approximately 31 miles above the confluence with the Ohio River. The pool is located entirely in West Virginia.

DESCRIPTION: The modernization plan includes the construction of an additional 110 by 800 foot lock on the right descending bank landward of the existing locks and a 110-foot wide non-navigable gate bay between the old lock and the new lock. The new lock will be skewed six degrees landward (upstream to downstream) from the existing locks. The plan includes the continued use of both existing 56 by 360 foot lock chambers as auxiliary locks. The existing dam also will remain in use. All work is programmed.

AUTHORIZATION: The Supplemental Appropriations Act, 1985 for engineering and design and land acquisition, and the Water Resources Development Act of 1986 for construction.

REMAINING BENEFIT-REMAINING COST RATIO: Not applicable because construction of the project is substantially complete.

TOTAL BENEFIT-COST RATIO: Not applicable because construction of the project is substantially complete.

INITIAL BENEFIT-COST RATIO: 6.2 to 1 at 8 5/8 percent (FY 1987).

BASIS OF BENEFIT-COST RATIO: Design Memorandum No. 1, General Design Memorandum, dated April, 1988.

SUMMARIZED FINANCIAL DATA			STATUS (1 Jan 2005)	PERCENT COMPLETE	PHYSICAL COMPLETION SCHEDULE
Estimated Federal Cost		\$236,000,000	Entire Project	99	To Be Determined
General Appropriations	118,000,000		Locks Operational	100	Nov 1997
Inland Waterways Trust Fund	118,000,000				
Estimated Non-Federal Cost		0			
Total Estimated Project Cost		\$236,000,000			

Division: Great Lakes & Ohio River

District: Huntington

Winfield Locks and Dam, WV

7 February 2005

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SUMMARIZED FINANCIAL DATA (Continued)

	GENERAL APPNS.	INLAND WATERWAYS TRUST FUND	ACCUM. PCT. OF EST. FED. COST
Allocations to 30 September 2004	\$114,118,828	\$114,118,828	
Conference Allowance for FY 2005	1,500,000	1,500,000	
Allocation for FY 2005	1,332,000 1/	1,332,000 2/	
Allocations through FY 2005	115,450,828	115,450,828	98
Allocation Requested for FY 2006	1,200,000	1,200,000	99
Programmed Balance to Complete after FY 2006	1,349,172	1,349,172	
Unprogrammed Balance to Complete after FY 2006	0	0	

1/ Reflects \$157,000 reduction assigned as savings and slippage, and \$11,000 rescinded in accordance with the Consolidated Appropriations Act, 2005.

2/ Reflects \$157,000 reduction assigned as savings and slippage, and \$11,000 rescinded in accordance with the Consolidated Appropriations Act, 2005.

PHYSICAL DATA

Lock:

Number - 1

Chamber - 110 by 800 ft.

Lift - 28 ft.

Lands and Damages:

Acres - 1,243 easement

- 41 for existing Locks and Dam

- 316 for new Lock

New Lock Site:

Mobile home park (37 units), two active industries, and one inactive industry.

JUSTIFICATION: Winfield Locks and Dam links the Kanawha Valley, an important chemical and coal producing area, to its product markets and supply areas. Up-bound traffic through Winfield is composed of important supplies of chemicals, feedstocks, aggregates, and petroleum fuels. Down-bound traffic is composed largely of coal produced in the upper Kanawha River Basin and destined for electric generating facilities and coking plants throughout the middle and upper Ohio River Basin. Since 1991, Winfield locks has averaged 20.9 million tons of traffic a year. During 2003, 18.1 million tons of traffic locked through Winfield. Coal accounts for approximately 75 percent of the total tonnage.

The Winfield project presented a significant impediment to the efficient flow of waterborne commerce due to its outdated features. Before the new chamber came on-line in November 1997, only 30 percent of the barges processed at Winfield were the size that the project originally was designed to serve and only two percent of the tows were small enough to be locked in a single operation. The average delay per tow was 4.0 hours in 1996 with an average of over 4 lockages per tow. The total processing time (lockage plus delay time) was 6.7 hours, the highest in the Ohio River system. Navigation safety has not been a major problem at Winfield Locks, but the potential for navigation accidents was present. The problem stemmed from the orientation of the locks and the design of the lock walls. The 56' X 360' locks are located on the inside of a bend in the river that requires tows to make several maneuvers to enter and exit the locks. This is especially difficult during high river flows. With 800 foot long tows becoming more common, the short upper guard wall also presents a problem. The upper guard wall is only 450 feet long, which means that about half of a tow extends beyond the end of the wall as lockage progresses. This presents a danger that the tow might break up and be swept down on the dam during high-flow conditions. As the number of large tows increases at Winfield, the probability of accidents occurring in such instances also increases.

The average annual benefits, at 7 percent, are \$46,755,000, all for commercial navigation.

FISCAL YEAR 2006: The requested amount will be applied as follows:

Continue Systems Mitigation Construction	2,110,000
Continue Planning, Engineering and Design	124,000
Continue Construction Management	166,000
Total	\$ 2,400,000

NON-FEDERAL COSTS: In accordance with the cost sharing and financing concepts reflected in the Water Resources Development Act of 1986, 50 percent of the total costs of construction will be derived from the Inland Waterways Trust Fund.

STATUS OF LOCAL COOPERATION: Upon completion of the project, a Memorandum of Agreement will be prepared between West Virginia Division of Natural Resources (WVDNR) and the Corps of Engineers for WVDNR to assume responsibility for operation and management of the mitigation area. Annual costs are estimated to be \$30,000.

COMPARISON OF FEDERAL COST ESTIMATES: The current Federal cost estimate of \$236,000,000 is unchanged from the latest estimate presented to Congress (FY 2005).

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: The final Environmental Impact Statement (EIS) was filed with the Environmental Protection Agency on September 25, 1987. The Ohio River Division Commander signed a Supplemental Environmental Impact Statement (SEIS) on April 28, 1993. The SEIS was prepared because of the need to realign the new lock as a result of hydraulic model testing.

OTHER INFORMATION: Funds to initiate preconstruction engineering and design were appropriated in FY 1985 and funds to initiate construction were appropriated in FY 1987.

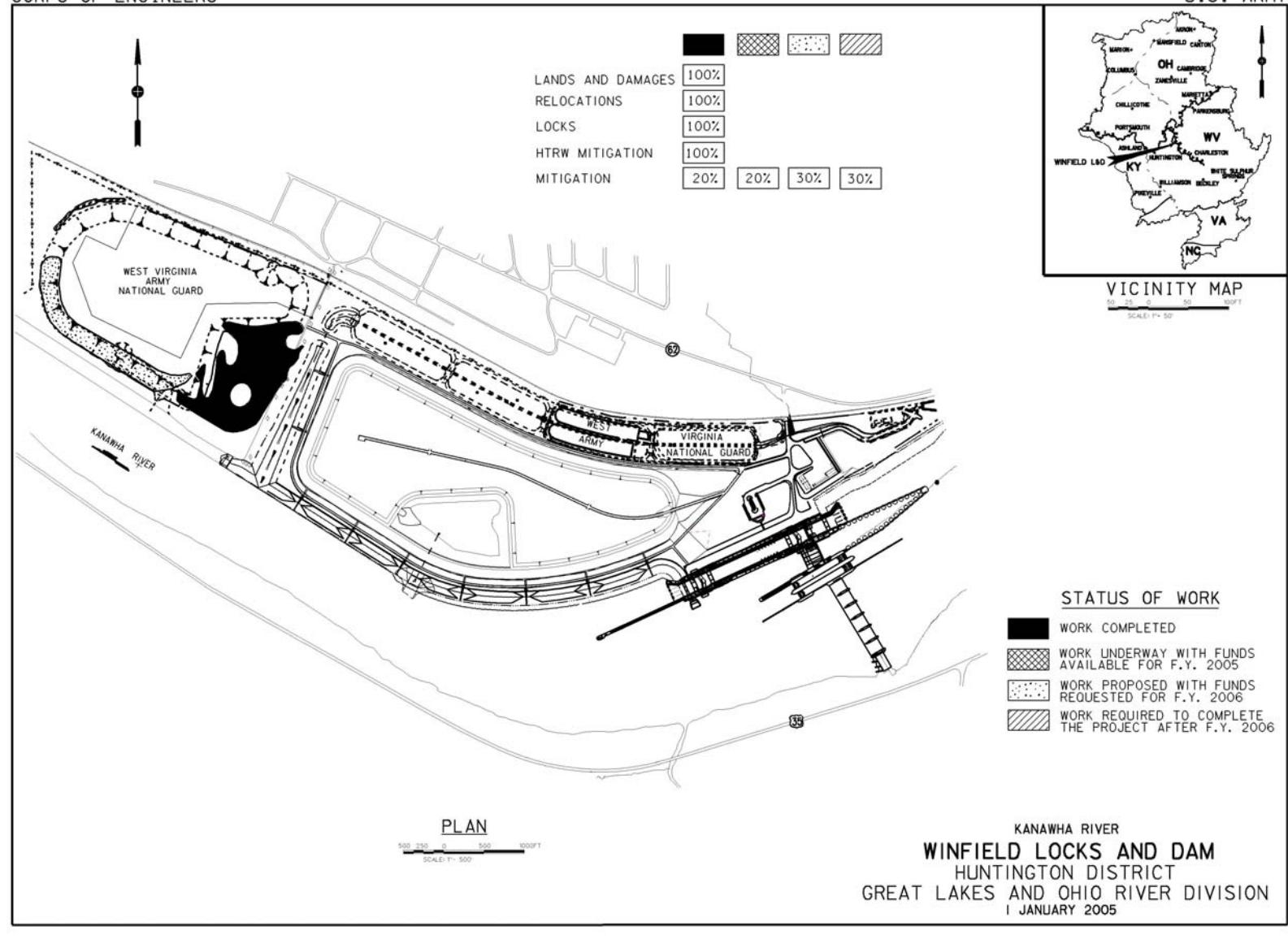
Hazardous and toxic substances found on the site were removed by former landowner, ACF Industries. Temporary buildings constructed for storage of hazardous materials will be transferred to the National Guard Bureau for controlled storage of equipment. A License Agreement between the Corps and National Guard has been signed allowing the Guard to use the facility until the transfer papers are finalized. The West Virginia National Guard is constructing a complex that would include a combined support maintenance shop, organizational maintenance shop, and armory facility on thirty acres of the downstream disposal area. A License Agreement has been signed for this as well. The thirty acres will be included in the final transfer document. Because this construction would affect the mitigation agreement between the Corps and resource agencies, a memorandum of agreement was executed between the National Guard, the resource agencies, and the Corps for off-site mitigation to replace mitigation acreage lost due to transfer to the Guard.

Prospective identification and construction of systems mitigation features remain for the project. A team comprised of the US Fish and Wildlife Service, West Virginia Division of Natural Resources, and Corps of Engineers is working to determine whether and what type of systems mitigation is required.

The scheduled completion date is the same as the latest presented to Congress (FY 2005), "To Be Determined".

CORPS OF ENGINEERS

U.S. ARMY



7 February 2005

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APPROPRIATION TITLE: Construction, General – Shoreline Protection

PROJECT: Chicago Shoreline, Illinois (Continuing)

LOCATION: The project is located in northeast Illinois on the southern shore of Lake Michigan within the City of Chicago in Cook County.

DESCRIPTION: The project consists of constructing shoreline protection structures along 9.2 miles of the shoreline. Other project features include: revetments near the Adler Planetarium and at Meigs Field; a breakwater to protect the South Water Purification Plant near 78th Street; and beach nourishment of two short reaches of shoreline near Fullerton Avenue and at 31st Street. All work is programmed.

AUTHORIZATION: Water Resources Development Act of 1996, and Water Resources Development Act of 1999.

REMAINING BENEFIT - REMAINING COST RATIO: 3.2 to 1 at 7 percent.

TOTAL BENEFIT-COST RATIO: 4.3 to 1 at 7 percent.

INITIAL BENEFIT-COST RATIO: 5.5 to 1 at 7 percent (1997).

BASIS OF BENEFIT COST RATIO: Benefits are from the latest available evaluation approved in March 1998, at October 1997 price levels.

SUMMARIZED FINANCIAL DATA		STATUS: (1 JAN 2005)	PERCENT COMPLETE	PHYSICAL COMPLETION SCHEDULE
Estimated Federal Cost	\$174,000,000	Entire Project	75%	To Be Determined
Estimated Non-Federal Cost	126,000,000	PHYSICAL DATA		
Cash Contributions	126,000,000	Step Stone Revetment	44,208 feet	
Other Costs	0	Breakwater Reconstruction	2,670 feet	
Total Estimated Project Cost	\$300,000,000	Beach Replenishment	2,000 feet	

Division: Great Lakes & Ohio River

District: Chicago

Chicago Shoreline, IL

7 February 2005

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SUMMARIZED FINANCIAL DATA (Continued):

		ACCUM PCT. OF EST FED COST
Allocations to 30 September 2004	\$134,302,000	
Conference Allowance for FY 2005	21,500,000	
Allocation for FY 2005	17,850,000 1/	
Allocations through FY 2005	152,152,000	87
Allocation Requested for FY 2006	20,000,000	99
Programmed Balance to Complete After FY 2006	1,848,000	
Unprogrammed Balance to Complete after FY 2006	0	

1/ Reflects \$2,245,000 reduction assigned as savings and slippage, and \$155,000 rescinded in accordance with the Consolidated Appropriations Act, 2005.
Also reflects reprogramming out of \$1,250,000 to other projects as prior year paybacks.

JUSTIFICATION: The project area includes 9.2 miles of the 28 miles of publicly owned shoreline within the City of Chicago. The adjacent land mass and transportation network are protected by continuous revetments and seawalls, most of which were built in the early 1900's. Those constructed of wood pilings and stone cribs have begun to fail. As the land behind the structures is lost due to storms, the high capacity road network which runs parallel to the shoreline will be impacted. These roads carry an estimated 120,000 vehicles per day. Re-routing this traffic will cause serious disruption and significant traffic delay damages. In addition, facilities located on public property, with a capital investment of several billion dollars, will be destroyed. Over the past several years, significant degradation of the existing shore structures has occurred. Large sections of revetment have collapsed as a result of medium duration and intensity storm events. The rate of degradation is increasing, and short-term changes in sections are easily recognizable. The purification plant breakwater had collapsed to the point where gaps in the structure were visible. The breakwater protects the South Water Purification Plant, which services 2.5 million persons.

Average annual benefits are as follows:

Annual Benefits	Amount
Storm Damage Prevention	45,735,000
Recreation	27,718,000
Total	\$ 73,453,000

FISCAL YEAR 2006: The requested amount will be applied as follows:

Continue Construction of 40 th to 41 st Street	3,500,000
Continue Construction of Belmont to Diversey South	3,500,000
Complete Construction on Diversey to Fullerton	8,500,000
Complete Construction on Montrose North	2,500,000
Continue Engineering and Design	\$ 500,000
Continue Construction Management	1,500,000
TOTAL	\$20,000,000

NON-FEDERAL COST: In accordance with the cost sharing and financing concepts contained in the Water Resources Development Act of 1986, the non-Federal sponsor must comply with the requirements listed below.

Requirements of Local Cooperation	Payment During Construction and Reimbursements	Annual Operation, Maintenance, Repair Rehabilitation, and Replacement Costs
Pay 35 percent of the costs allocated to hurricane and storm damage reduction for the Federally supportable plan as reduced for credit allowed for non-Federal work under Section 215 of the Flood Control Act of 1968 and/or Section 206 of the Water Resources Development Act of 1992, and bear all costs of operation, maintenance, repair, rehabilitation and replacement of hurricane and storm damage reduction facilities	94,100,000	500,000
Pay all the incremental costs of the locally preferred plan over the Federally supportable plan as reduced for credit allowed for non-Federal work under Section 215 of the Flood Control Act of 1968 and/or Section 206 of the Water Resources Development Act of 1992.	31,900,000	
Total Non-Federal Costs	\$126,000,000	\$ 500,000

The non-Federal sponsor has agreed to make all required payments concurrently with project construction.

STATUS OF LOCAL COOPERATION: The City of Chicago and the Chicago Park District are the local sponsors for the project. The reimbursement agreement for protection of the filtration plant (Reach 5) was executed on April 28, 1997. A Project Cooperation Agreement encompassing 31st Street to 33rd Street, 1,000 feet of protection at Belmont Avenue, and beach stabilization at 31st Street was executed in August 1998. The Project Cooperation Agreement for the remainder of the project was executed on May 17, 1999. The Chicago Park District currently owns all lands required for the project. The non-Federal cost estimate of \$126,000,000 is the non-Federal cash contribution as noted in the PCA. The non-Federal sponsor is financially capable and willing to contribute the non-Federal share.

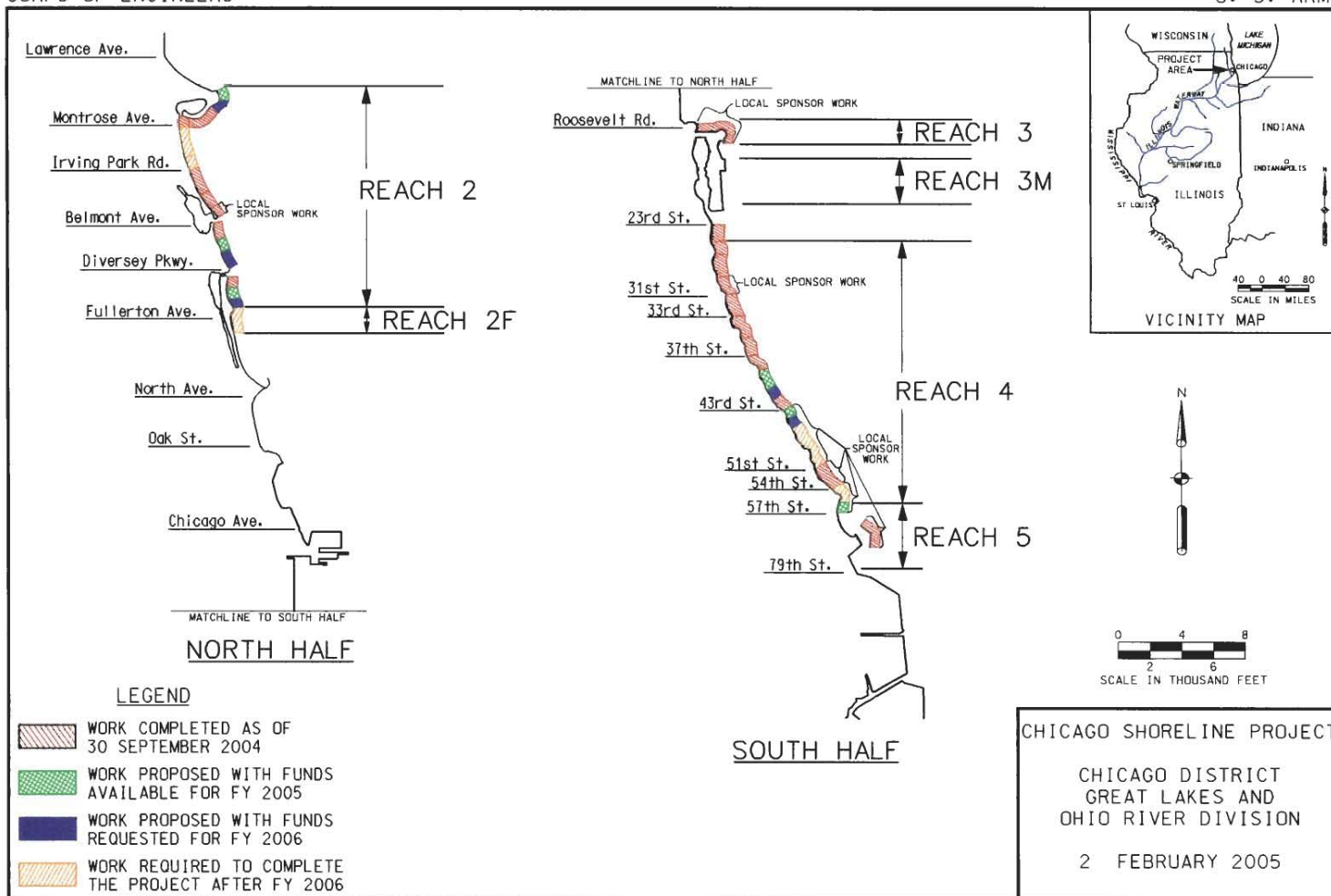
COMPARISON OF FEDERAL COST ESTIMATE: The current Federal cost estimate of \$174,000,000 is the same as the latest estimate (\$174,000,000) presented to Congress (FY 2005).

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: One Environmental Assessment (EA) for entire project was signed on July 3, 1993, and another EA, for additional land at Reach 4, 51st to 54th Street was signed on June 25, 1999. A draft EA was completed for Belmont to Diversey in 2002. A supplemental EA for the 40th-41st Street reach was issued in January 2005.

OTHER INFORMATION: Funds to initiate PED were appropriated in FY 1992. Funds to initiate construction were appropriated in FY 1997. The project authorization provides for reimbursement for the Federal share of construction work performed by the non-Federal sponsor in Reach 5. WRDA 1999 authorized credit for work that was performed at Reach 3, Solidarity Drive, prior to execution of the Project Cooperation Agreement.

The Federal plan includes rubblemound revetments along 9.2 miles of publicly owned lakefront shoreline. The locally preferred plan substitutes steel sheet pile, and concrete step-stone revetments for the rubblemound revetments. The non-Federal sponsor will pay the incremental costs of the locally preferred plan.

The scheduled completion date is the same as the latest presented to Congress (FY 2005), "To Be Determined".



7 February 2005

APPROPRIATION TITLE: Construction, General - Local Protection (Flood Control)

PROJECT: Indianapolis, White River (North), Indiana (Continuing)

LOCATION: The project encompasses approximately 3.0 miles of the White River in the City of Indianapolis, Indiana.

DESCRIPTION: The recommended plan consists of a combination of floodwall and levee flood protection along approximately 3.0 miles of the east bank of the White River in Indianapolis. The project will be constructed in three phases. The first phase consists of the rehabilitation of an existing pump station and the development of a flood warning plan and system. The second phase will consist of 2 mitigation sites totaling 37 acres of reforestation and mitigation. The third phase will consist of the construction of 19,150 feet of sheetpile floodwall with concrete facing and 1,220 feet of earthen levee. This phase will be constructed in sections as three individual contracts.

AUTHORIZATION: Flood Control Act of 1936 as amended by the Flood Control Act of 1938, and subject to cost sharing provisions of the Water Resources Development Act of 1986.

REMAINING BENEFIT-COST RATIO: 6.2 to 1 at 7 percent

TOTAL BENEFIT-COST RATIO: 2.1 to 1 at 7 percent

INITIAL BENEFIT-COST RATIO: 2.42 to 1 at 7 1/8 percent

BASIS OF BENEFIT-COST RATIO: A Benefit Evaluation conducted in May 1997 at October 1995 price levels.

SUMMARIZED FINANCIAL DATA SCHEDULE		STATUS (1 Jan 2005)	PERCENT	PHYSICAL COMPLETION COMPLETE
Estimated Federal Cost	\$ 14,250,000	Phase 1	100	Mar 2004
		Phase 2	35	Sep 2006
Estimated Non-Federal Cost	4,750,000	Phase 3A	100	Jul 2004
Cash Contribution	3,489,000	Phase 3B	5	To Be Determined
Other Costs	1,261,000	Phase 3C	10	To Be Determined
		Entire Project	40	To Be Determined
Total Estimated Project Cost	\$ 19,000,000			

Division: Great Lakes & Ohio River

District: Louisville

Indianapolis, White River (North), IN

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SUMMARIZED FINANCIAL DATA (Continued)

			PCT OF EST. FED. COST	ACCUM. PHYSICAL DATA		
Allocations to 30 September 2004	\$ 7,533,000			Pump Station Rehab (Phase I)	1	Floodwall (Phase III-A) 7,600 ft
Conference Allowance for FY 2005	819,000			Flood Warning System (Phase I)	1	Levees (Phase III-A) 530 ft.
Allocation for FY 2005	727,000 1/			Mitigation Sites (Phase II)	2	Floodwall (Phase III-B) 6,650 ft.
Allocations through FY 2005	8,260,000	58		Floodwall (Phase III-C)	4,900 ft.	Levees (Phase III-B) 690 ft.
Allocation Requested for FY 2006	3,200,000	80				
Programmed Balance to Complete after FY 2006	2,790,000	100				
Unprogrammed Balance to Complete after FY 2006	\$ 0					

1/ Reflects a reduction of \$86,000 assigned as savings and slippage, \$6,000 rescinded in accordance with the Consolidated Appropriations Act 2004

JUSTIFICATION: Urban expansion in Hamilton County to the north and Hancock County to the east is impacting hydrologic characteristics of the urbanized watersheds in Marion County. The flooding of January 1991 forced evacuation of 500 to 600 homes and damaged many more. Roadways were flooded causing severe damage and loss of access; and several serious injuries were reported. Based on current flood damage survey data, a 100-year annual flood event would cause damages of \$57,930,000 (1995 price levels) in the Warfleigh area. The recommended plan reduces average annual flood damages by 90 percent in the Warfleigh area and provides a 286-year level of protection.

Average annual benefits at 7 percent are as follows:

Annual Benefits	Amount
Flood Control	\$ 2,898,000
Flood Insurance	49,000
Total	\$ 2,947,000

FISCAL YEAR 2006: The requested amount will be applied as follows:

Complete Environmental Mitigation Contract	\$ 225,000
Continue Construction of Floodwall/Levee	2,225,000
Planning, Engineering, and Design	400,000
Construction Management	350,000
Total	\$ 3,200,000

Division: Great Lakes & Ohio River

District: Louisville

Indianapolis, White River (North), IN

7 February 2005

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NON-FEDERAL COSTS: In accordance with the cost sharing and financing concepts reflected in the Water Resources Development Act of 1986, the non-Federal sponsor must comply with the requirements listed below.

Requirements of Local Cooperation	Payments During Const/Reimb	Annual OMRR&R Costs
Provide lands, easements, rights of way, and borrow and excavated or dredged material disposal areas.	\$ 1,225,000	
Modify or relocate utilities, roads, bridges (except railroad bridges), and other facilities, where necessary for the construction of the project.	36,000	
Pay approximately 18 percent of the costs allocated to flood control to bring the total non-Federal share of flood control costs to 25 percent and bear all costs of operation, maintenance, repair, replacement, and rehabilitation of flood control facilities.	3,489,000	\$ 21,000
Total Non-Federal Costs	\$ 4,750,000	\$ 21,000

The non-Federal sponsor will be required to make all payments concurrently with project construction.

Floodplain Management Requirement.

A flood warning preparedness plan will provide significant benefit to the project area and will continue to be developed in close cooperation with City officials. In addition, the sponsor will be required to participate in and comply with applicable Federal Floodplain Management and Flood Insurance Programs in accordance with Section 402 of Public Law 99-662 as amended by Section 202(c) of Public Law 104-303. Finally, the sponsor will be required to publicize floodplain information in the area concerned and provide this information to zoning and other regulatory agencies for their use in preventing unwise future development in the flood plain and in adopting such regulations as may be necessary to prevent unwise future development and to ensure compatibility with protection levels provided by the project. The sponsor has an active flood plain management plan in place through the Indiana Department of Natural Resources.

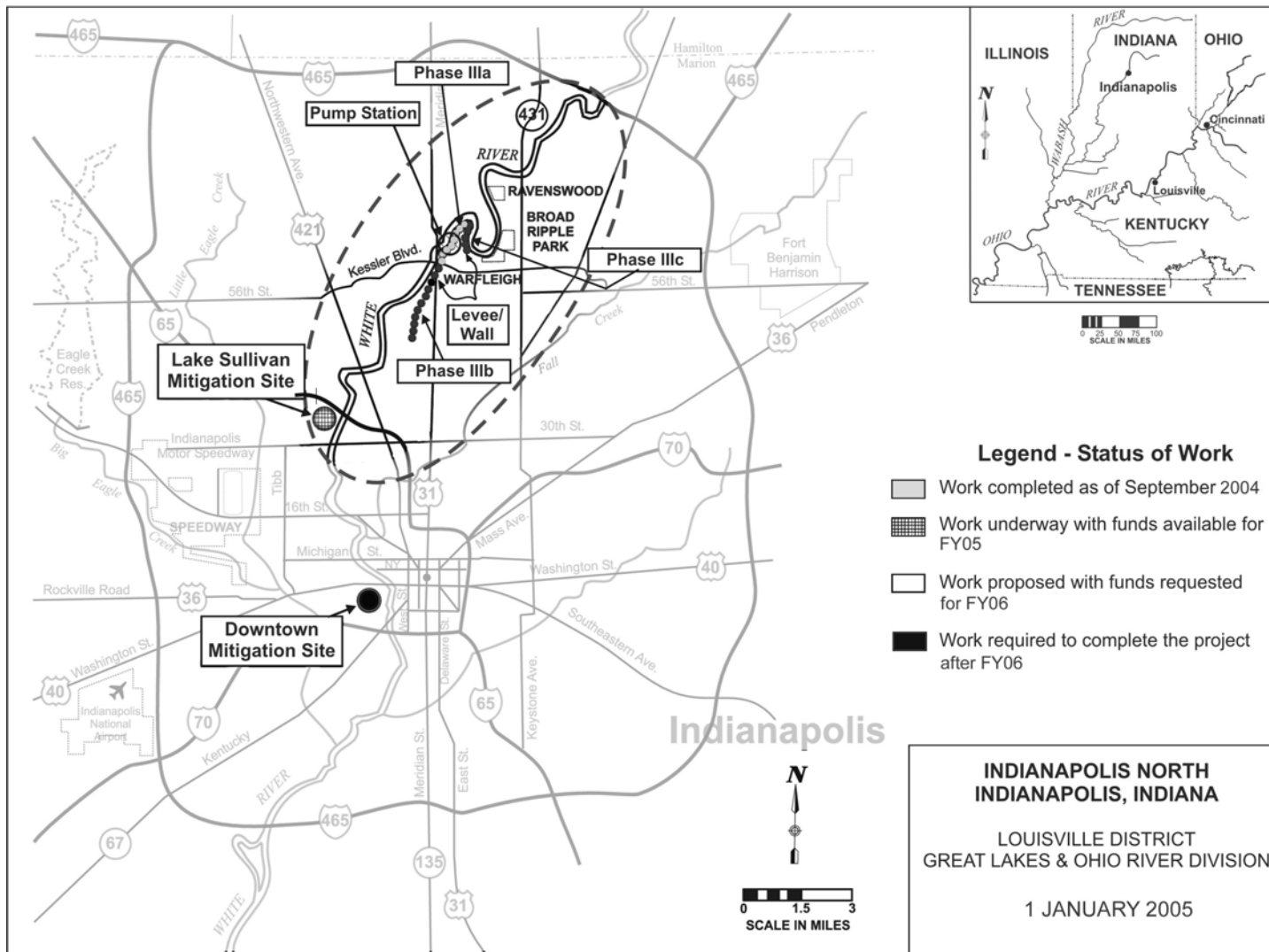
STATUS OF LOCAL COOPERATION: The non-Federal sponsor is the City of Indianapolis, Indiana. The sponsor has provided all necessary local assurances for this stage of project development. The City of Indianapolis is a legally constituted public body with the full power, authority, and capability to perform the terms of the Project Cooperation Agreement (PCA). The terms of the PCA have been discussed with the sponsor and they understand their responsibilities. The PCA was executed in December 2000. The City of Indianapolis will fund its share of project costs through revenue generated from the flood district tax, which is part of the property tax mechanism for the entire county.

The current non-Federal cost estimate of \$4,750,000, which includes a cash contribution of \$3,489,000 is an increase of \$475,000 from the non-Federal cost estimate of \$4,275,000 noted in the Project Cooperation Agreement, which included a cash contribution of \$3,014,000. In a letter dated 12 July 2000, the non-Federal sponsor indicated that it is financially capable and willing to contribute the increased non-Federal share. Our analysis of the non-Federal sponsor's financial capability to participate in the project affirms that the sponsor has a reasonable and implementable plan for meeting its financial commitment.

COMPARISON OF FEDERAL COST ESTIMATES: The Federal Cost estimate of \$14,250,000 is the same as the latest estimate (\$14,250,000) presented to Congress (FY2005).

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: A draft Environmental Impact Statement was circulated in May 1996 to all concerned agencies and the public for review. A final EIS was completed in September 1996 incorporating agency and public comments.

OTHER INFORMATION: Funds to initiate Preconstruction Engineering and Design were received in FY 1996. Initial construction funds were received in FY 2000. Fish & Wildlife mitigation cost is \$486,000. The scheduled completion date has not changed from the latest presented to Congress (FY 2005), "To Be Determined"



7 February 2005

APPROPRIATION TITLE: Construction, General - Local Protection (Flood Control)

PROJECT: Metropolitan Louisville, Pond Creek, Kentucky (Continuing)

LOCATION: The project is located in the central and eastern portions of the 126 square mile Pond Creek watershed, in southern Jefferson County, Kentucky.

DESCRIPTION: The project consists of construction of detention basin storage at the Melco Detention Basin on Northern Ditch and the Vulcan Quarry Detention Basin on Fishpool Creek; channel enlargement along approximately 2.4 miles of Pond Creek and 1.5 miles of Northern Ditch; a multipurpose maintenance road/hiking trail along the Pond Creek channel improvement; and a fifteen acre wetlands environmental restoration component at a site owned by the local sponsor. All work is programmed.

AUTHORIZATION: The Water Resources Development Act of 1996.

REMAINING BENEFIT-REMAINING COST RATIO: 8.5 to 1 at 7 percent.

TOTAL BENEFIT-COST RATIO: 2.1 to 1 at 7 percent.

INITIAL BENEFIT-COST RATIO: 2.8 to 1 at 7 3/4 percent (FY 1997).

BASIS OF BENEFIT-COST RATIO: Benefits are from the Project Design Memorandum, dated May 1995, at 1995 price levels.

SUMMARIZED FINANCIAL DATA			STATUS (1 Jan 2005)	PERCENT COMPLETE	PHYSICAL COMPLETION SCHEDULE
Estimated Federal Cost		\$15,224,000	Phase I (Env. Rest.)	100	
			Phase II (Vulcan)	100	
Estimated Non-Federal Cost		5,500,000	Phase III (Melco)	100	
Cash Contribution	1,500,000		Phase IV (Ch. Imp)	0	Sep 2006
Other Costs	4,000,000		Entire Project	70	Sep 2006
Total Estimated Project Cost		\$20,724,000	PHYSICAL DATA		
			Channel Improvement		3.9 miles
			Detention Basin Storage		2 @ 1,600 acre/ft
			Wetlands Env. Restoration		15 acres
			Maint. Rd/Hike-Bike Trail		3.4 miles
			Permanent Easements		65.7 acres
			ACCUM. PCT OF EST. FED. COST		
Allocations to 30 September 2004		\$ 9,295,000			
Conference Allowance for FY 2005		2,543,000			
Allocation for FY 2005		2,259,000 1/			
Allocations through FY 2005		11,554,000	76		
Allocation Requested for FY 2006		3,670,000	100		
Programmed Balance to Complete after FY 2006		0			
Unprogrammed Balance to Complete after FY 2006		\$ 0			

1/ Reflects a reduction of \$266,000 assigned as savings and slippage and \$18,000 rescinded in accordance with the Consolidated Appropriations Act of 2005.

JUSTIFICATION: The project is located in southwestern Jefferson County, Kentucky, and drains an area of approximately 71 square miles. Approximately 5,500 structures are located within the highly urbanized Pond Creek floodplain. Due to rapid residential and commercial development within the area, properties along Pond Creek and tributaries now have only a two-year level of protection, leaving residential, commercial, and industrial structures vulnerable to disastrous flash floods. The flood of record occurred in March 1964. A recurrence of this flood today would result in damages of approximately \$106 million, under 1995 price levels and conditions of development. The most recent flood experienced in the basin was between a 50 and 100-year flood event, occurred in March 1997, and caused damages to residential and commercial properties in the basin that totaled approximately \$201 million.

Average annual benefits are at 7 percent as follows:

Annual Benefits	Amount
Flood Control	\$ 3,999,000
Recreation	76,000
Total	\$ 4,075,000

FISCAL YEAR 2006: The requested amount will be applied as follows

Complete Channel Improvements	\$ 3,400,000
Planning, Engineering, and Design	120,000
Construction Management	150,000
Total	\$ 3,670,000

NON-FEDERAL COSTS: In accordance with the cost sharing and financing concepts reflected in the Water Resources Development Act of 1986, the non-Federal sponsor must comply with the requirements listed below.

Requirements of Local Cooperation	Payments During Const/Reimb	Annual OMRR&R Costs
Provide lands, easements, rights of way, and borrow and excavated or dredged material disposal area.	\$ 4,000,000	
Modify or relocate utilities, roads, bridges (except railroad bridges), and other facilities, where necessary for the construction of the project.	0	
Pay approximately 5 percent of the costs allocated to flood control to bring the total non-Federal share of flood control costs to 25.5 percent and bear all costs of operation, maintenance, repair, replacement, and rehabilitation of flood control facilities, which meets mandatory 5% cash requirement plus total of all LERRD credits.	978,000	\$ 68,000
Pay one-half of the separable costs allocated to recreation and bear all costs to operate, maintain, repair, replace, and rehabilitate recreation facilities.	383,000	1,000
Pay approximately 22.5 percent of the costs allocated to environmental restoration to bring the total non-Federal share of environmental restoration costs to 25 percent and bear all costs of operation, maintenance, repair, replacement, and rehabilitation of environmental restoration facilities.	139,000	1,000
Total Non-Federal Costs	\$ 5,500,000	\$ 70,000

The non-Federal sponsor has agreed to make all payments concurrently with project construction.

STATUS OF LOCAL COOPERATION: The non-Federal cost sharing partner is the Louisville and Jefferson County Metropolitan Sewer District (MSD).

The Project Cooperation Agreement was executed in March 1998. The current non-Federal cost estimate of \$5,500,000, which includes a cash contribution of \$1,500,000, is an increase of \$258,000 from the non-Federal cost estimate of \$5,242,000 noted in the Project Cooperation Agreement, which included a cash contribution of \$1,074,000. This increase in cost is due to the application of bioengineering techniques and a more detailed cost estimate for the Channel Improvement along Northern Ditch. The non-Federal sponsor continues to demonstrate they have a reasonable and implementable plan for meeting their financial commitment.

Division: Great Lakes & Ohio River

District: Louisville

Metropolitan Louisville, Pond Creek, KY

7 February 2005

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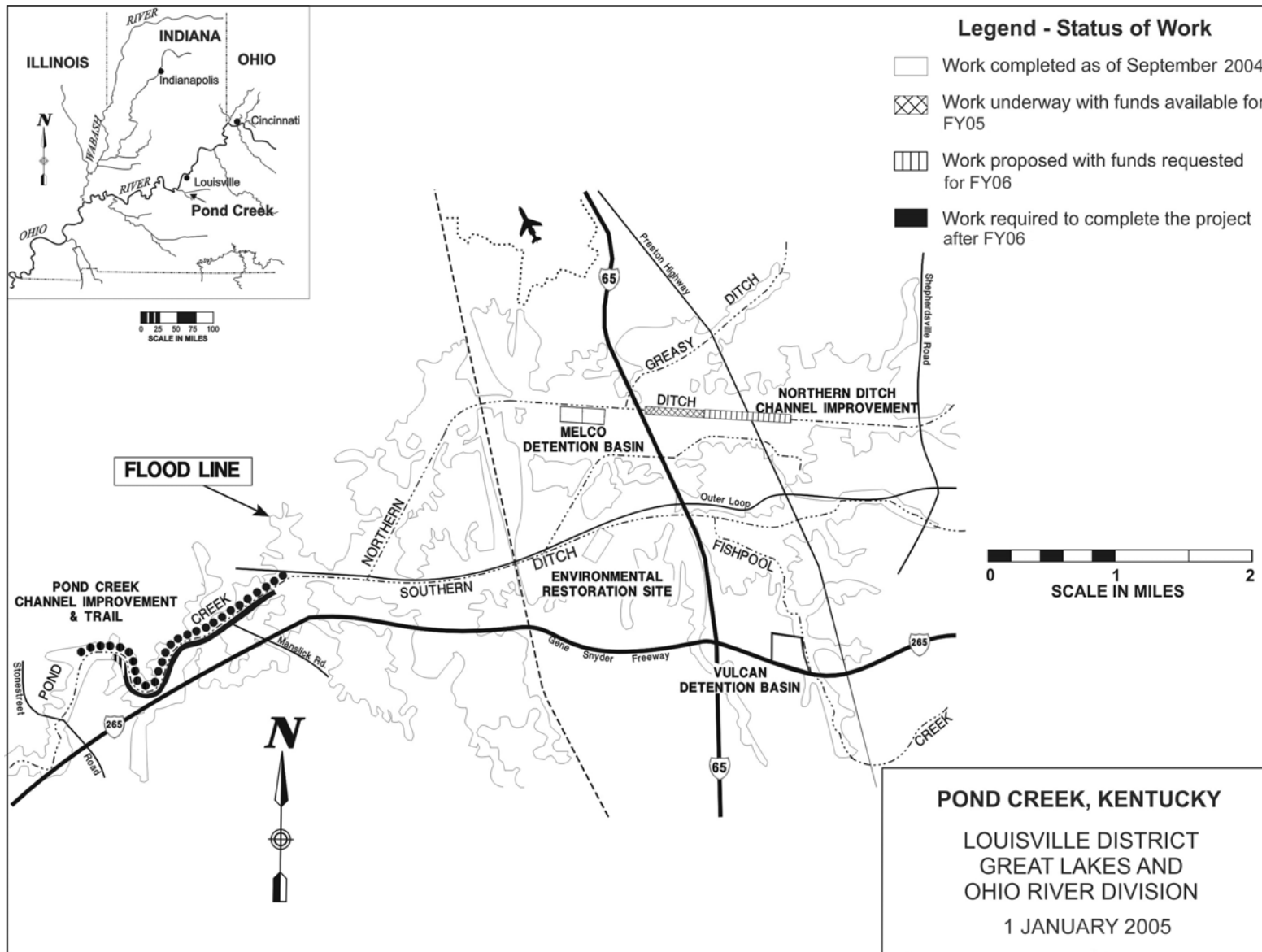
COMPARISON OF FEDERAL COST ESTIMATES: The current Federal cost estimate of \$15,224,000 is a decrease of \$76,000 from the latest estimate (\$15,300,000) presented to Congress in FY 2005.

Item	Amount
Post Contract Award and Other Estimating Adjustments	(\$76,000)
Total	(\$76,000)

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: An Environmental Assessment and a Finding of No Significant Impacts (FONSI) have been signed and were included in the Interim Feasibility Report, dated March 1994. In addition, a Section 404(b)(1) Evaluation has been completed and a 401 Water Quality Certification has been obtained from the Kentucky Division of Water.

OTHER INFORMATION: Funds to initiate Preconstruction Engineering and Design (PED) were appropriated in FY 1994 and funds to initiate construction were appropriated in FY 1997.

The scheduled completion date has changed from the latest presented to Congress (FY 2005) from "To Be Determined" to Sep 2006.



7 February 2005

APPROPRIATION TITLE: Construction, General - Local Protection (Flood Control)

PROJECT: Metropolitan Region of Cincinnati, Duck Creek, Ohio (Continuing)

LOCATION: The project encompasses 3.2 miles of stream reach in the City of Cincinnati and the Village of Fairfax, in Hamilton County, Ohio.

DESCRIPTION: The recommended plan consists of 1,200 feet of stream channel relocation; 8,500 feet of streambank protection; 3,300 feet of earth levees; 7,100 feet of concrete floodwalls; 1,100 feet of triple box culvert, widening of one railroad bridge; demolition of one abandoned highway bridge; one pump station for interior drainage; one automated floodgate closure; one emergency access road; one flood emergency warning system; 32.1 acres of permanent easements and 10.0 acres of temporary easements; and environmental mitigation. All work is programmed.

AUTHORIZATION: Water Resources Development Act of 1996 and Water Resources Development Act of 2000.

REMAINING BENEFIT-COST RATIO: 3.1 to 1 at 7 percent.

TOTAL BENEFIT-COST RATIO: 1.12 to 1 at 7 percent.

INITIAL BENEFIT-COST RATIO: 1.26 to 1 at 7 3/4 percent (FY 1997).

BASIS OF BENEFIT-COST RATIO: Project Design Memorandum for Duck Creek, Ohio, dated January 1996, at January 1996 price levels. An economic update of the Duck Creek, Cincinnati, OH study was completed in September 2000 at October 2000 price levels.

SUMMARIZED FINANCIAL DATA			STATUS (1 Jan 2005)	PERCENT COMPLETE	PHYSICAL COMPLETION SCHEDULE	
Estimated Federal Cost		\$32,993,000	Entire Project	45	To Be Determined	
Estimated Non-Federal Cost		4,200,000			PHYSICAL DATA	
Cash Contribution	1,828,000					
Other Costs	2,372,000		Levees	3,300 ft.	Access Road	1
			Floodwalls	7,100 ft.	Widen R.R. Bridge	1
Total Estimated Project Cost		\$37,193,000	Channel Relocation	1,200 ft.	Pump Station	1
			Streambank Protection	8,500 ft.	Permanet Easements	32 ac
			Triple Box Culvert	1,100 ft.	Demolish Hwy Bridge	

Division: Great Lakes & Ohio River

District: Louisville

Metropolitan Region of Cincinnati, Duck Creek, OH

7 February 2005

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SUMMARIZED FINANCIAL DATA (Continued)

		ACCUM. PCT OF EST. FED. COST
Allocations to 30 September 2004	\$ 18,376,000	
Conference Allowance for FY 2005	760,000	
Allocation for FY 2005	1,833,000	
Allocations through FY 2005	20,209,000	61
Allocation Requested for FY 2006	1,650,000	66
Programmed Balance to Complete after FY 2006	\$ 11,134,000	
Unprogrammed Balance to Complete after FY 2006		

1/ Reflects a reduction of \$79,000 assigned as savings and slippage, \$5,000 rescinded in accordance with the Consolidated Appropriations Act 2005, and \$1,157,000 reprogrammed into the project.

JUSTIFICATION: Duck Creek suffers from frequent flash flooding affecting roads, utilities, 9 residential properties, and 32 commercial/industrial properties valued at \$62.4 million; threatens over 1,000 jobs in manufacturing; and disrupts production. The most recent out-of-bank flooding causing property damage occurred in June 1997 and July 2001. Threatening flood conditions occurred 5 times in a four-month period during 1991, with plant closures during at least one of these events. The potential for frequent damaging floods and for less frequent but catastrophic flooding exists during any given year. Additional significant flooding occurred in 1982 and 1985. These two floods are estimated to have been a 25-year frequency event and a 10-year frequency event, respectively. A recurrence of these floods would cause damages estimated at \$5.6 million and \$1.2 million, respectively, in 1995 price levels and conditions of development. The recommended plan reduces average annual flood damages by 94 percent. The recommended plan provides a uniform 100-year level of protection for the three protected areas.

Average annual benefits at 7 percent are as follows

Annual Benefits	Amount
Flood Control	\$ 3,874,000
Advance Bridge Replacement	61,000
Location	9,000
Total	\$ 3,944,000

FISCAL YEAR 2006: The requested amount will be applied as follows:

Continue Phase 2A Construction Contract	800,000
Complete Phase 3 Construction Contract	300,000
Continue Planning, Engineering and Design	300,000
Construction Management	250,000
Total	\$1,650,000

NON-FEDERAL COSTS: In accordance with the cost sharing and financing concepts reflected in the Water Resources Development Act of 1986 and modified by the Water Resources Development Act of 2000, the non-Federal sponsor must comply with the requirements listed below.

Requirements of Local Cooperation	Payments During Const/Reimb	Annual OMRR&R Costs
Provide lands, easements, rights of way, and borrow and excavated or dredged material disposal areas.	\$ 2,291,000	
Modify or relocate utilities, roads, bridges (except railroad bridges), and other facilities, where necessary for the construction of the project.	81,000	
Pay approximately 5 percent of the costs allocated to flood control to bring the total non-Federal share of flood control costs to 25 percent and bear all costs of operation, maintenance, repair, replacement, and rehabilitation. of flood control facilities.	1,828,000	\$ 55,000
Total Non-Federal Costs	\$ 4,200,000	\$ 55,000

The non-Federal sponsors have agreed to make all payments concurrently with project construction.

STATUS OF LOCAL COOPERATION: The non-Federal sponsors are the City of Cincinnati, Ohio, and the Village of Fairfax, Ohio. The terms of the Project Cooperation Agreement (PCA) have been discussed with each sponsor and each understands its responsibilities. The PCA was executed in December 1997. A PCA amendment to support the new authorized total project cost and maximum non-federal cost was executed in September 2004. In May 1993, the Cincinnati City Council approved a rate increase by the Cincinnati Stormwater Management Utility that included funds for the city's share of project costs. The Village of Fairfax has acquired and is acquiring the necessary Right-of-Way for construction of the project.

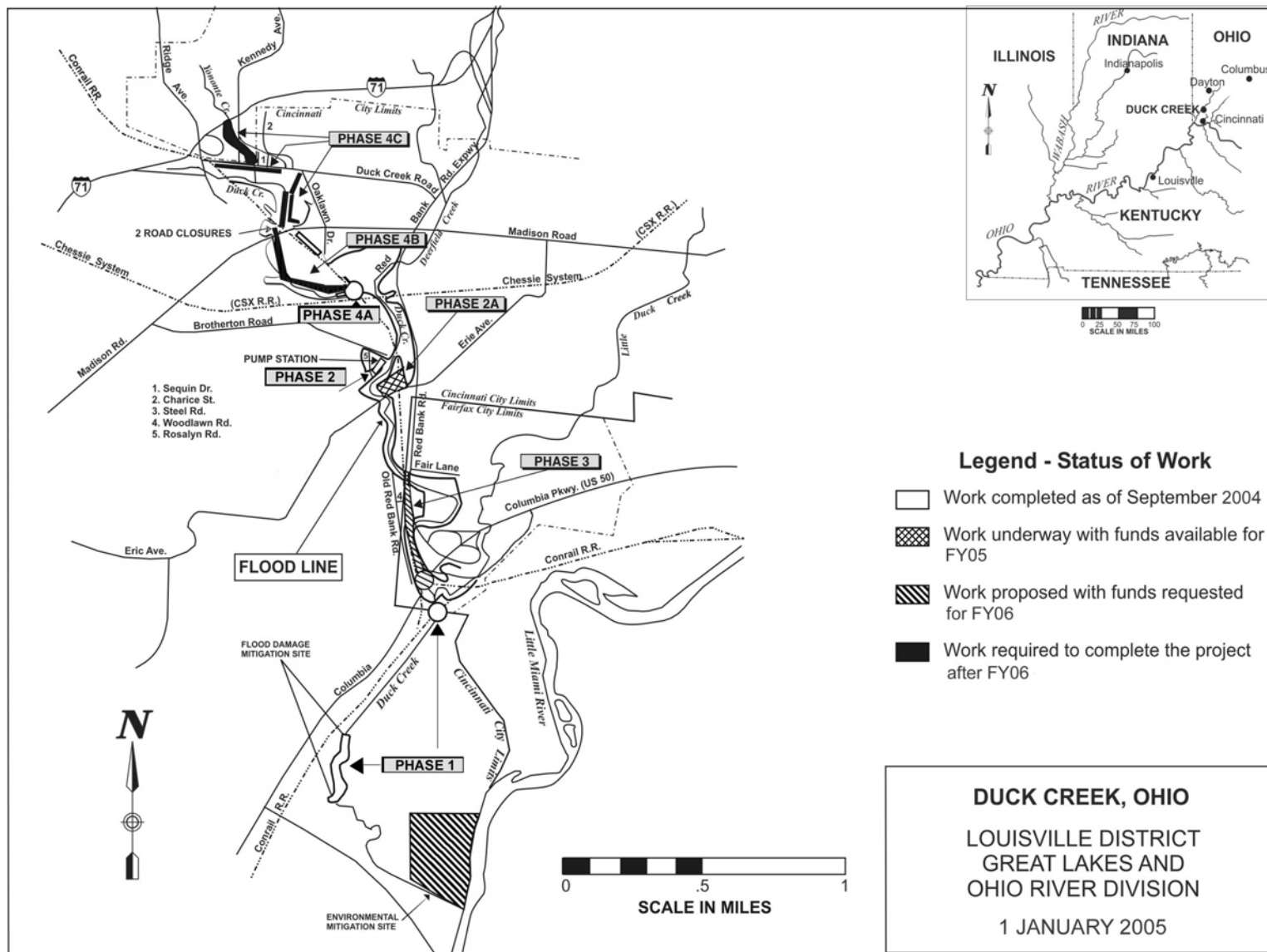
The current non-Federal cost estimate of \$4,200,000, which includes a cash contribution of \$1,828,000, is the same as the last non-Federal cost estimate presented to Congress (FY 2005). The cost estimate reflects the project's modified authorization in the Water Resources Development Act of 2000, which capped the non-Federal sponsor's costs.

COMPARISON OF FEDERAL COST ESTIMATES: The current Federal cost estimate of \$32,993,000 is an increase of \$302,000 from the latest estimate (\$32,691,000) presented to Congress (FY 2005). The change includes the following items:

Total	Amount
Price Escalation on Construction Features	\$ 302,000
Total	\$ 302,000

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: An Environmental Assessment was conducted and a Finding of No Significant Impact was signed on 14 January 1994.

OTHER INFORMATION: Funds to initiate preconstruction engineering and design were appropriated in FY 1994. Funds to initiate construction were appropriated in FY 1997. The scheduled completion date has not changed from the latest presented to Congress (FY 2005), "To Be Determined".



7 February 2005

APPROPRIATION TITLE: Construction, General – Major Rehabilitation (Flood Control)

PROJECT: Mississinewa Lake, Indiana (Major Rehabilitation) (Continuing)

LOCATION: The project is located on the Mississinewa River, a tributary of the Wabash River, in Wabash, Miami, and Grant Counties in north central Indiana. The lake is located approximately 65 air miles north of Indianapolis, Indiana.

DESCRIPTION: The project will provide for increased stability of the dam by constructing a concrete cut-off wall in 2,600 feet of embankment to a depth ranging from 150 to 180 feet penetrating 5 feet into the rock foundation. The cut-off wall will prevent further loss of the embankment or overburden foundation materials into the untreated rock foundation and restore the project to full operational capability. The existing reservoir was constructed to reduce flood damages downstream of the project within the upper Wabash River Basin, and was placed in operation in October 1967. The dam is earth fill and is 8,000 feet long and 140 feet high. The top elevation of the dam is 797 feet msl. Maximum flood control storage capacity is 368,400 acre-feet.

AUTHORIZATION: Flood Control Act of 1958.

REMAINING BENEFIT-COST RATIO: 7.6 to 1 at 7 percent.

TOTAL BENEFIT-COST RATIO: 1.7 to 1 at 7 percent.

INITIAL BENEFIT-COST RATIO: 1.9 to 1 at 6 7/8 percent (FY 2001).

BASIS OF BENEFIT-COST RATIO: Mississinewa Dam Major Rehabilitation Report, dated May 2000 with July update.

SUMMARIZED FINANCIAL DATA		STATUS (1 Jan 2005)	PERCENT COMPLETE	PHYSICAL COMPLETION SCHEDULE
Estimated Federal Cost	\$ 55,000,000	Entire Project	83	Sep 2006
Estimated Non-Federal Cost	0	PHYSICAL DATA		
Cash Contribution	0	Dam: Length - 8,000 ft, Height - 140 ft Drainage Area 809 sq mi Flood Pool 779 ft (12,830 acres)		
Other Costs	0			
Total Estimated Project Cost	\$ 55,000,000			
Division: Great Lakes & Ohio River		District: Louisville		Mississnewa Lake, IN (Major Rehabilitation)
7 February 2005		7 February 2005		73

Winter Pool	712 ft (1,280 acres)
Summer Pool	737 ft (3,180 acres)

SUMMARIZED FINANCIAL DATA (Continued):

		ACCUM. PCT OF EST. FED. COST
Allocations to 30 September 2004	\$ 39,727,000	
Conference Allowance for FY 2005	8,477,000	
Allocation for FY 2005	10,792,000 1/	
Allocations through FY 2005	50,519,000	92
Allocation Requested for FY 2006	\$ 4,481,000	100
Programmed Balance to Complete after FY 2006	0	
Unprogrammed Balance to Complete after FY 2006	0	

1/ Reflects \$885,000 reduction assigned as savings and slippage, \$61,000 rescinded in accordance with the Consolidated Appropriations Act, 2005, and \$3,261,000 reprogrammed into the project.

JUSTIFICATION: The Mississinewa Lake Project was completed in October 1967. During the latter stages of construction in late 1966, a boil was discovered at the toe of the dam. Remedial actions were taken and the boil area was stabilized. Lateral drains were installed and the seepage was thought to be eliminated. In April 1988, settlement of roadway guardrail and the road across the top of the dam first appeared. A monitoring program was effected and has continued to the present. Recent subsurface investigations have revealed a 0.8-foot settlement of a portion of the dam. In May 1999, monitoring wells on the dam revealed that downward stresses are actively compressing the embankment in the area of the settlement and threatening the integrity of the structure. Analysis of the problem has shown the upper layer of rock foundation contains excessive voids requiring pre-treatment with grout to enable the cut-off wall excavation to then proceed with minimal slurry loss. The dam itself remains stable at this time; however, the settlement is continuing and is considered a "failure in progress", which under certain circumstances could become an "emergency" due to possible dam failure. Completion of the project on a capability schedule is imperative to minimize risks associated with subjecting the dam to additional wet seasons with potentially damaging high flood pool elevations. The rehabilitation project includes the placement of a 2,600-foot concrete cut-off wall along the full right embankment. It will extend to depths ranging from 150 to 180 feet, penetrating 5 feet into the rock foundation.

Division: Great Lakes & Ohio River

District: Louisville

Mississinewa Lake, IN
(Major Rehabilitation)

7 February 2005

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Average annual benefits at 7 percent are as follows:

Annual Benefits	Amount
Flood Control	\$ 7,156,000
Recreation	1,066,000
Total	\$ 8,222,000

FISCAL YEAR 2006: The requested amount will be applied as follows:

Continue Construction Contract	\$ 4,291,000
Planning, Engineering, and Design	57,000
Construction Management	133,000
Total	\$ 4,481,000

NON-FEDERAL COSTS: Funding for this project will be 100% Federal responsibility.

STATUS OF LOCAL COOPERATION: None

COMPARISON OF FEDERAL COST ESTIMATES: The current Federal cost estimate of \$55,000,000 is the same as the latest estimate (\$55,000,000) presented to Congress (FY 2005).

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: The proposed action consists of a repair to an existing operating project. An Environmental Assessment has been completed and a Finding of No Significant Impact was signed by the District Engineer 14 Mar 2000. An Environmental Impact statement is not required.

OTHER INFORMATION: Funds to initiate construction were provided in FY 2001. The Mississinewa Lake Dam Safety/Major Rehabilitation Report was approved by ASA (CW) 5 January 2001. The scheduled completion date has changed from the latest presented to Congress (FY 2005), "To Be Determined" to Sep 2006. Critical areas of the cut-off wall are completed and the lake will be returned to normal summer pool beginning in April 2005. Remaining work will be complete in the fall of 2005.

Division: Great Lakes & Ohio River

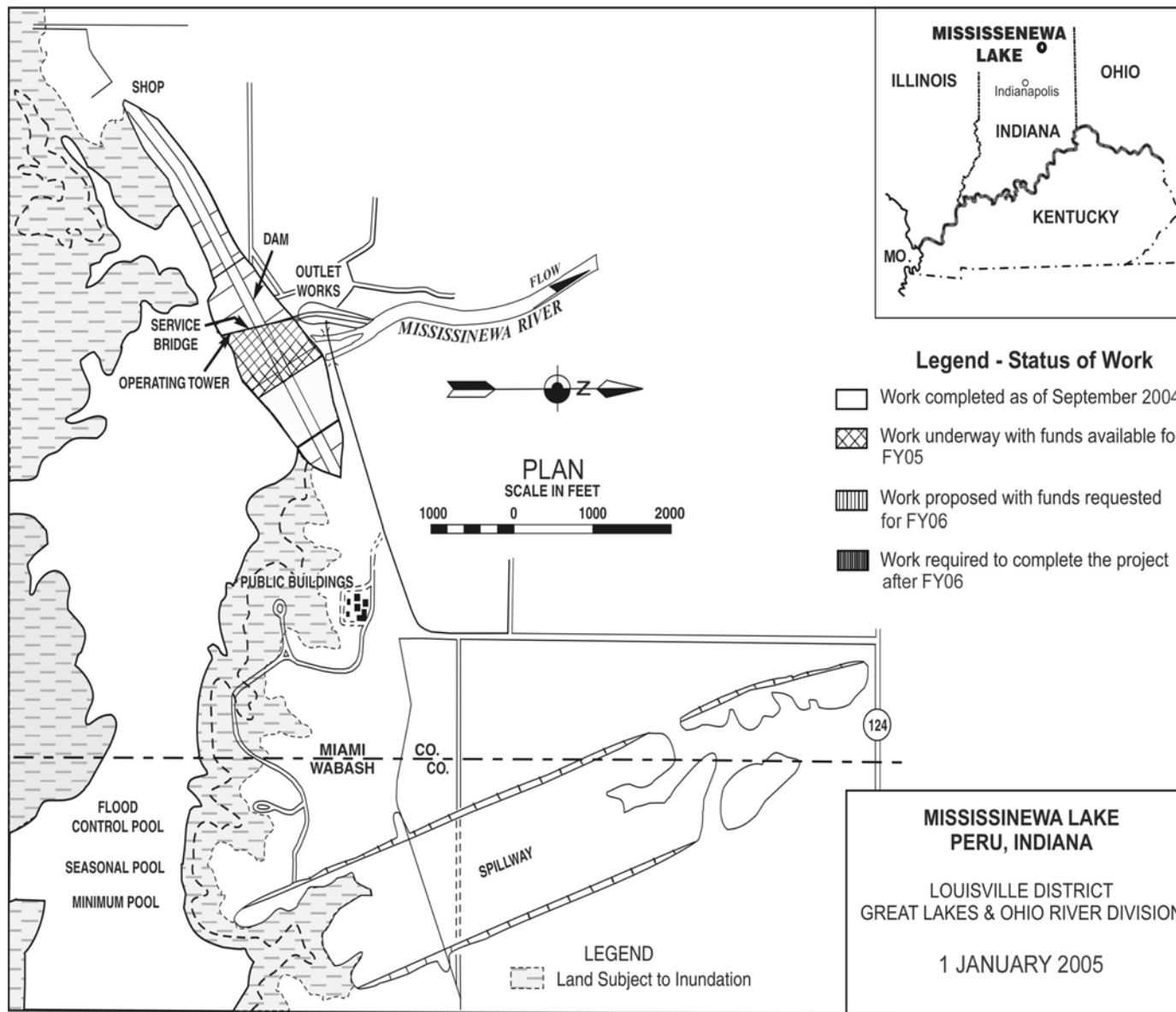
District: Louisville

Mississinewa Lake, IN
(Major Rehabilitation)

7 February 2005

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7 February 2005

APPROPRIATION TITLE: Construction, General – Flood Control (Dam Safety Assurance)

PROJECT: Rough River Lake, KY (Dam Safety Assurance) (Continuing)

LOCATION: Dam is on Rough River, 89.3 miles above its confluence with Green River, 160.3 miles above Ohio River, and about 60 miles southwest of Louisville, KY.

DESCRIPTION: The work consists of correcting three deficiencies in the dam. The outlet bucket and training walls will be lengthened. The effective height of the dam will be raised 5 feet by a combination of raising the road across the dam by 2 feet and placing a 3-foot tall concrete “Jersey” barrier on the upstream side of the road to replace the existing guardrails. Remediation of the rock toe will consist of excavating the affected toe of the embankment in order to place an appropriate filter.

AUTHORIZATION: Construction of the existing project was originally authorized under the general authorization for the Ohio River Basin contained in the Flood Control Act approved June 28, 1938.

REMAINING BENEFIT-REMAINING COST RATIO: 51.9 to 1 at 7 percent

TOTAL BENEFIT-COST RATIO: 51.9 to 1 at 7 percent

BASIS OF BENEFIT COST RATIO: Benefits are from the Dam Safety Assurance Program Evaluation Report approved 1 July 2004 at January 2004 price level.

SUMMARIZED FINANCIAL DATA		STATUS (1 Jan 2005)	PERCENT COMPLETE	PHYSICAL COMPLETION SCHEDULE
Estimated Federal Cost	4,700,000	Construction	0	To Be determined
Estimated Non-Federal	0		PHYSICAL DATA	
Cash Contribution	0	Dam: Length 1,590 ft. Height - 130 ft Drainage Area 454 square miles Flood Pool 524 Winter Pool 470 Summer Pool 495		
Other Costs	0			
Total Estimated Project Cost	4,700,000			
Division: Great Lakes & Ohio River		District: Louisville		Rough River Lake, KY (Dam Safety Assurance)

7 February 2005

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SUMMARIZED FINANCIAL DATA (Cont'd)

ACCUM.
PCT OF EST.
FED. COST

Allocations to 30 September 2004	25,000	
Conference Allowance for FY 2005	0	
Allocation for FY 2005	472,000	
Allocations through FY 2005	497,000	11
Allocation Requested for FY 2006	2,500,000	64
Programmed Balance to Complete after FY 2006	1,703,000	
Unprogrammed Balance to Complete after FY 2006	0	

JUSTIFICATION: The existing outlet bucket does not allow adequate dissipation of energy from reservoir discharges resulting in expensive periodic repairs to the concrete-paved apron. To prevent future damages and possible failure during a Probable Maximum Flood storm event, the outlet bucket and training walls need to be lengthened to allow for adequate energy dissipation. Baffle blocks placed inside the basin may also be required. The emergency spillway is hydrologically inadequate based on current design standards. The possibility of dam overtopping and failure exists with the Probable Maximum Flood storm event. Recommended solution is to raise the effective height of the dam by 5 feet by a combination of raising the road across the dam by 2 feet and placing a 3-foot-tall concrete "Jersey" barrier on the upstream side of the road to replace the existing guardrails. The dam was constructed without a filter between the earth embankment and the porous rock toe. Some of the embankment soil is migrating into the porous rock toe, and a sinkhole (fall 2002) and numerous depressions have developed on the downstream slope. Further migration of soil particles into the rock toe will create more voids that will continue to deteriorate the earth embankment and will eventually produce conditions, which may promote instability of the dam. Remediation of the rock toe is anticipated to consist of excavating the affected toe of the embankment in order to place an appropriate filter. The excavated embankment material would be replaced with new engineered fill to restore to the existing downstream slope geometry. Filter and new fill placement may be extended over the exposed downstream portion of the rock toe to minimize surface water infiltration.

Division: Great Lakes & Ohio River

District: Louisville

Rough River Lake, KY
(Dam Safety Assurance)

7 February 2005

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JUSTIFICATION (Continued):

Average annual benefits at 7 percent are as follows:

Annual Benefits	Amount
Flood Control	\$ 4,482,000
Recreation	13,479,000
Total	\$ 17,961,000

FISCAL YEAR 2006: The requested amount will be applied as follows:

Initiate Construction Contract	\$ 2,178,500
Planning, Engineering & Design	88,400
Construction Management	233,100
Total	\$ 2,500,000

NON-FEDERAL COSTS: Funding for this project will be 100% Federal responsibility

STATUS OF LOAL CCOOPERATION: None

COMPARISON OF FEDERAL COST ESTIMATES: The current Federal cost estimate of \$4,700,000 is the first estimate presented to Congress for construction (FY 2006).

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: Environmental Assessment is complete. Finding of No Significant Impact signed 18 May 2004.

OTHER INFORMATION: By memorandum dated 18 August 2004, the Assistant Secretary of the Army (Civil Works) concurred with using Construction, General funds from the Dam Safety and Seepage/Stability Correction Program in Fiscal Years 2004 and 2005 to continue engineering and design and start plans and specifications. This project was not presented to Congress in 2005. The scheduled completion date is "To be determined".

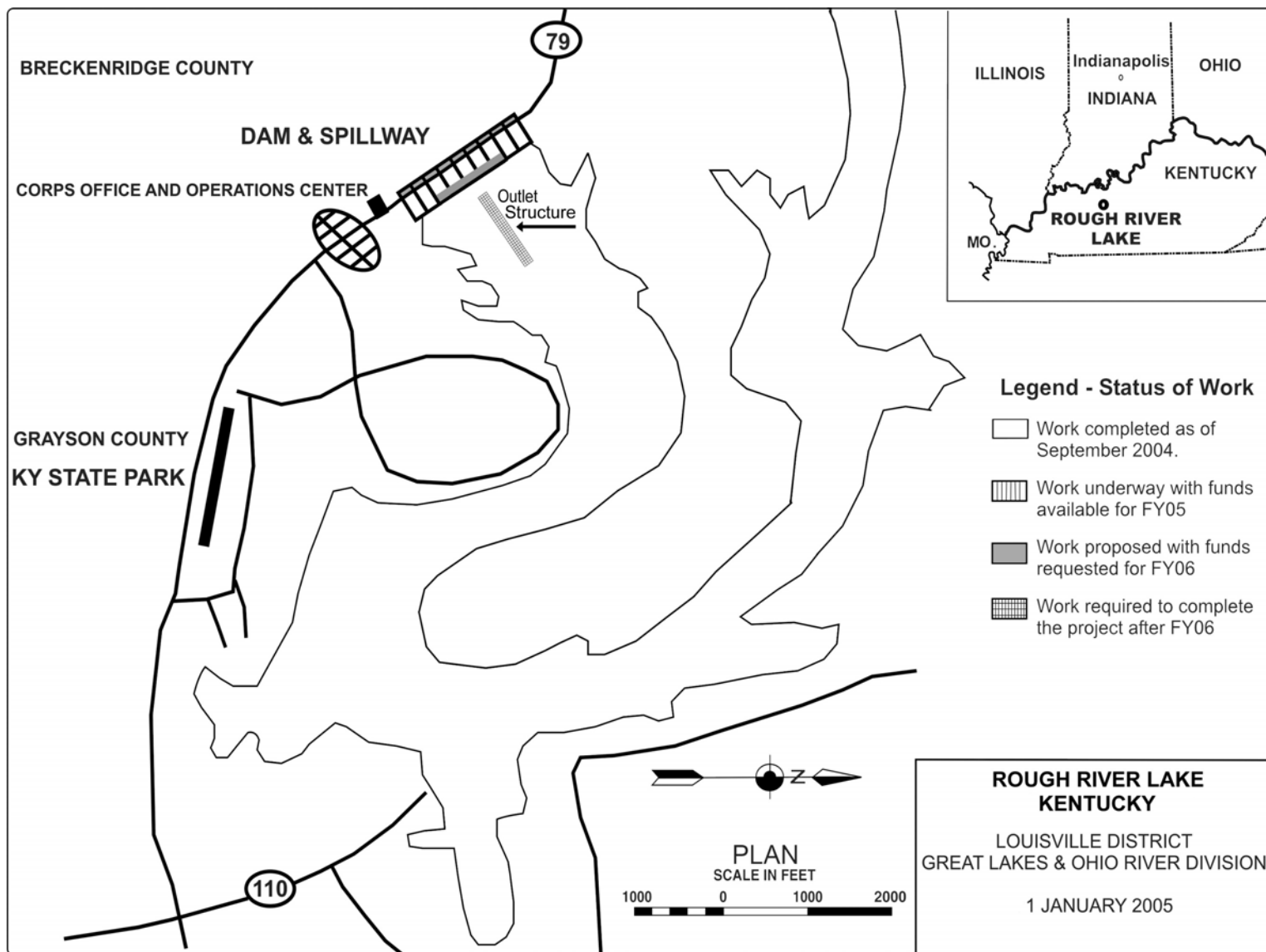
Division: Great Lakes & Ohio River

District: Louisville

Rough River Lake, KY
(Dam Safety Assurance)

7 February 2005

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7 February 2005

APPROPRIATION TITLE: Construction, General – Locks and Dams (Navigation)

PROJECT: Ohio River, Emsworth Locks and Dams Project, Pennsylvania (Major Rehabilitation) (Continuing)

LOCATION: Emsworth Locks and Dams are located on the Ohio River immediately downstream of the City of Pittsburgh in Allegheny County, Pennsylvania. The project includes two dams, one on either side of an island (Neville). The main channel dam and locks are located at river mile 6.2 and the back channel dam is located at river mile 6.4. The project creates the navigation pool for the City of Pittsburgh. The pool includes the uppermost 6.2 miles of the Ohio River, the lower 11.2 miles of the Monongahela River, and the lower 6.7 miles of the Allegheny River.

DESCRIPTION: The structural components of the Emsworth Locks and Dams are the oldest of any project on the Ohio River, dating back to 1919-1922 when Emsworth was constructed. The proposed work is directed only to problems with the dam gates: dam operating equipment and machinery, and the scour protection downstream of the dams. Possible proposed work at the locks is being evaluated separately. The main channel dam consists of 8 - 100 ft vertical lift gates and a 34 ft. fixed crest weir, while the back channel dam consists of 6 - 100 ft. gates. Five of the back channel gates are vertical lift gates and the other gate is a tainter-style gate referred to as a "Sidney Gate". The proposed project includes replacement of the dam gates, gate hoisting machinery, electrical power and distribution system and scour protection system. The project would also include work to the service bridge and localized areas of dam concrete deterioration.

AUTHORIZATION: Rivers and Harbors Act dated July 1918.

REMAINING BENEFIT - REMAINING COST RATIO: 3.0 to 1 at 7%

TOTAL BENEFIT - COST RATIO: 2.2 to 1 at 7%

INITIAL BENEFIT – COST RATIO: 2.5 TO 1 at 6 3/8%

BASIS OF BENEFIT - COST RATIO: "EMSWORTH LOCKS AND DAMS, OHIO RIVER, MAJOR REHABILITATION EVALUATION REPORT" dated March 2001 is the basis for the initial benefit-cost ratio. The price level was March 2001 and the discount rate was 6 3/8%.

Division: Great Lakes & Ohio River

District: Pittsburgh

Ohio River, Emsworth Locks and Dams Project,
Pennsylvania (Major Rehabilitation)
(Dam Safety Assurance)

7 February 2005

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SUMMARIZED FINANCIAL DATA		STATUS (1 Jan 2005)	PERCENT COMPLETE	PHYSICAL COMPLETION SCHEDULE
Estimated Federal Cost	\$78,260,000	Entire Project	0	To Be Determined
General Appropriations	\$39,130,000			
Inland Waterway Trust Fund	\$39,130,000			
Estimated Non-Federal Cost\$	0			
Total Estimated Project Cost	\$78,260,000			

PHYSICAL DATA:

13 Vertical Lift Gates
Dam Lift Gate Operating Machinery
Scour Protection
Concrete repairs integral to Lift Gates and Operating Machinery
Service Bridge Deck and Crane Rail System

	GENERAL APPNS	INLAND WATERWAYS TRUST FUNDS	ACCUM. PCT. OF EST. FED. COST
Allocations to 30 September 2004	\$5,000	\$0	
Conference Allowance for FY 2005	0	0	
Allocation for FY 2005	\$3,500,000	0	
Allocation through FY 2005	\$3,505,000	0	
Allocation requested for FY 2006	\$ 7,500,000	\$7,500,000	19.1%
Programmed Balance to Complete after FY 2006	\$0 \$0	0	
Unprogrammed Balance to Complete after FY 2006	\$28,125,000	\$31,630,000	87.2%

JUSTIFICATION: Emsworth Dams are presently in an exigent situation. There are 10 foot deep scour holes and 65 percent of the erosion protection was missing downstream of the dams. Failure of one of any of the thirteen lift gates would most likely cause a portion of the stilling basin to fail and possibly undermine the dam. There is presently a 74 percent likelihood of failure of one of the dam gates. The systems are proven to be unreliable due to multiple failures within the past four years. Over 239 million tons of commodities are transported by barge annually on the Ohio River; the annual tonnage through Emsworth is about 24 million tons with the principle commodity being coal destined for electric generating plants and to the nation's largest coke plant. The total benefits of traffic through Emsworth reflect a savings of \$300 million each year over other modes of transportation. During low flow conditions loss of the pools of the Ohio, Monongahela and Allegheny Rivers at the Point of Pittsburgh may occur and all navigation would cease. If the Emsworth pool is lost, two major facilities dependent on river

Division: Great Lakes & Ohio River

District: Pittsburgh

Ohio River, Emsworth Locks and Dams Project,
Pennsylvania (Major Rehabilitation)
(Dam Safety Assurance)

7 February 2005

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JUSTIFICATION (continued):

transportation are impacted – the US Steel Clairton Works, the largest coke plant in the US and the Bailey/Enslow Fork Complex owned by Consol Energy, the largest underground coal mine in the US. Disruption in coal supply and transportation would also impact steel plants and coal-fired electric power plants. The impact of the loss of Emsworth pool on the local economy and other communities would be substantial. Approximately 11,700 jobs would be directly at risk due to loss of navigation and disruption to services and material. The loss in wages alone would range from \$1.5 M to \$2.2 M per day. The project is cost-effective and in accordance with current Administration policy for navigation.

FISCAL YEAR 2006: The requested amount will be applied as follows:

Initiate Construction	\$ 13,500,000
Planning, Engineering, and Design	750,000
Construction Management	750,000
Total	\$ 15,000,000

NON-FEDERAL COSTS: In accordance with the cost sharing and financing concepts reflected in the Water Resources Development Act of 1986, 50% of the total cost of construction will be derived from the Inland Waterways Trust Fund.

STATUS OF LOCAL COOPERATION: None required

COMPARISON OF FEDERAL COST ESTIMATES: The current Federal cost estimate of \$78,260,000 is the first to be presented to Congress.

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: An environmental assessment was completed during the Rehabilitation Evaluation study, and the Finding of No Significant Impacts (FONSI) was signed on 12 July 2001.

OTHER INFORMATION: Project is high priority. A total of \$3,505,000 of CG “wedge” funds to date has been provided through the Dam Safety and Seepage/Stability Correction program for the Emsworth Locks and Dams Major Rehabilitation Project, PA. This project was not presented to Congress in 2005. The scheduled completion date is “To Be determined”.

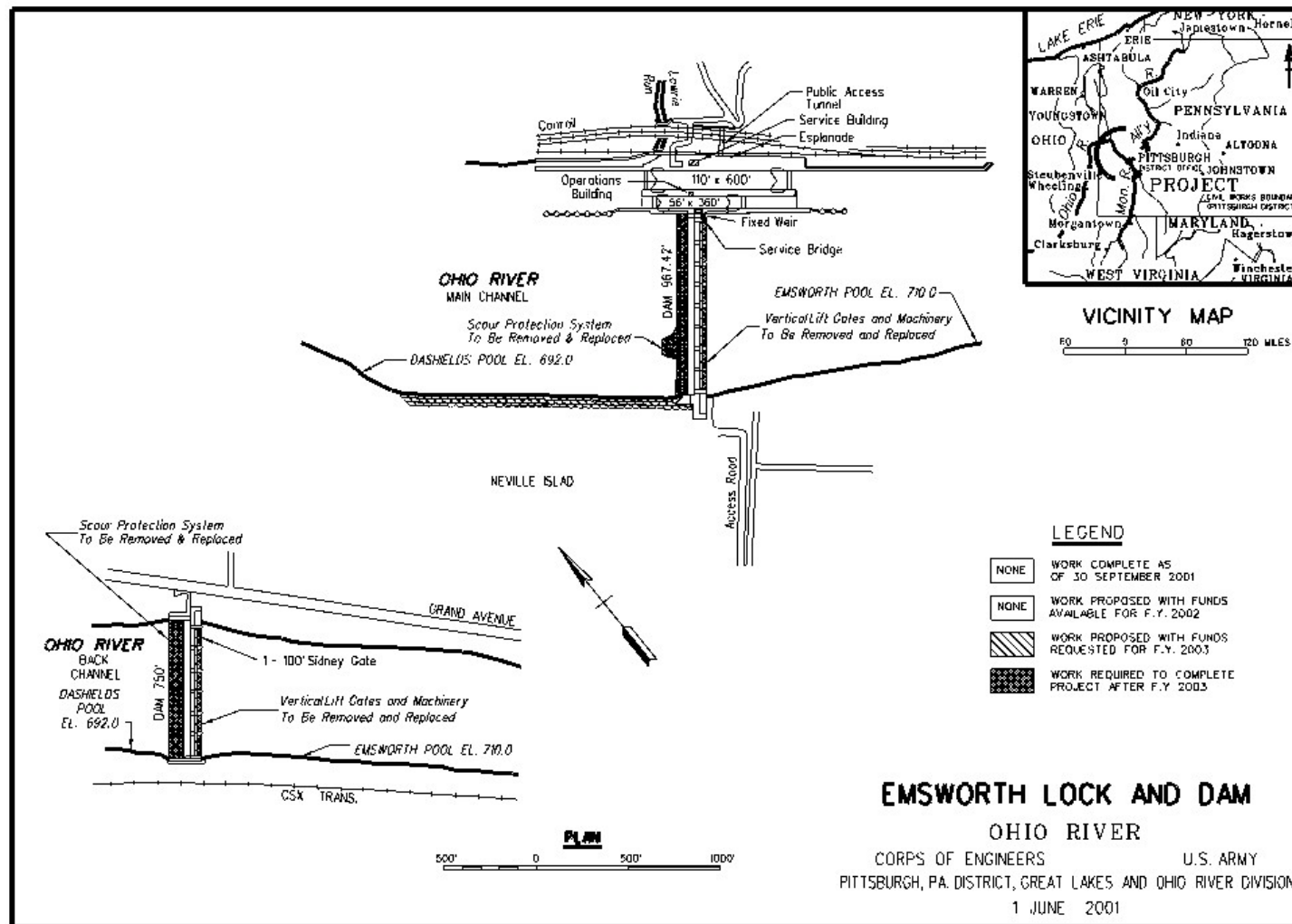
Division: Great Lakes & Ohio River

District: Pittsburgh

Ohio River, Emsworth Locks and Dams Project,
Pennsylvania (Major Rehabilitation)
(Dam Safety Assurance)

7 February 2005

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7 February 2005

APPROPRIATION TITLE: Construction General – (Dam Safety Assurance)

PROJECT: Bluestone Lake, West Virginia (Dam Safety Assurance) (Continuing)

LOCATION: The dam is located in southern West Virginia, in Summers County, on the New River two miles south of Hinton, West Virginia. It is situated 2.5 miles downstream from the confluence of the New and Bluestone Rivers, and 0.8 miles upstream from the confluence of the New and Greenbrier Rivers.

DESCRIPTION: The dam modifications include stability improvements such as installation of post tensioning high strength steel anchors, and construction of mass concrete thrust blocks at the downstream face of the dam. The height of the dam will be raised by 8 feet and an additional monolith constructed at the east abutment to prevent overtopping of the existing dam and safely accommodate the probable maximum flood. A floodgate closure will be constructed across a state highway at the west abutment. The existing hydropower penstocks will be extended and retrofitted with gates to supplement the discharge capacity of the spillway and outlet works. All work is programmed.

AUTHORIZATION: Executive Order of the President 7183-A, September 12, 1935; Flood Control Acts of 1936 and 1938.

REMAINING BENEFIT-REMAINING COST RATIO: Not applicable

TOTAL BENEFIT-COST RATIO: Not applicable.

BASIS OF BENEFIT-COST RATIO: Not applicable.

SUMMARIZED FINANCIAL DATA:

Original Project	
Actual Federal Cost	\$ 28,618,100
Actual Non-Federal Cost	0
Total Original Project Cost	\$ 28,618,100

Division: Great Lakes & Ohio River

District: Huntington

Bluestone Lake, WV
(Dam Safety Assurance)

7 February 2005

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SUMMARIZED FINANCIAL DATA: (continued)

Project Modification		STATUS (1 Jan 2005)	PERCENT COMPLETE	PHYSICAL COMPLETION SCHEDULE
Estimated Federal Cost	\$ 214,000,000	Project Modification	27	To Be Determined
Estimated Non-Federal Cost	0			
PHYSICAL DATA				
Total Estimated Modification Cost	\$ 214,000,000	Increase height of dam 8 feet; install anchors and thrust blocks; construct gate closure across State Route 20; modify penstocks to supplement discharge capacity; relocate electrical lines.		
Total Estimated Project Cost	\$ 242,618,100			
		ACCUM PCT OF EST FED COST		
Allocations to 30 September 2004	\$ 35,518,089			
Conference Allowance for FY 2005	18,000,000			
Allocation for FY 2005	15,488,000	1/		
Allocations through FY 2005	51,006,089	24		
Allocation Requested for FY 2006	21,500,000	34		
Programmed Balance to Complete after FY 2006	141,493,911			
Unprogrammed Balance to Complete after FY 2006	0			

1/ Reflects \$1,880,000 reduction assigned as savings and slippage, \$129,000 rescinded in accordance with the Consolidated Appropriations Act, 2005, and \$503,000 reprogrammed from the project.

JUSTIFICATION: The probable maximum flood is estimated to overtop the existing dam by 8 feet. Evaluations to date indicate the dam is in imminent danger of failure at pool levels approaching the top of dam. Dam failure would cause catastrophic flooding along the Greenbrier, New, Gauley, Kanawha, and Elk Rivers, including the metropolitan area and heavily industrialized capital city of Charleston, West Virginia. This is a serious public safety concern, with more than 115,000 persons at risk. Property damage would exceed \$6.5 billion. Average annual benefits, all flood control, are \$80,700,000.

Division: Great Lakes & Ohio River

District: Huntington

Bluestone Lake, WV
(Dam Safety Assurance)

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FISCAL YEAR 2006: The requested amount will be applied as follows:

Continue Construction	\$ 19,132,000
Continue Planning, Engineering and Design	920,000
Continue Construction Management	1,448,000
Total	\$ 21,500,000

NON-FEDERAL COST: None. The dam safety assurance modification is being performed at full Federal expense.

COMPARISON OF FEDERAL COST ESTIMATES: The current Federal cost estimate of \$ 214,000,000 is an increase of \$95,000,000 from the latest estimate (\$119,000,000) presented to Congress (FY 2005). This change includes the following items.

Item	Amount
Price Escalation on Construction Features	\$ 4,681,000
Design Changes	90,319,000
Total	\$95,000,000

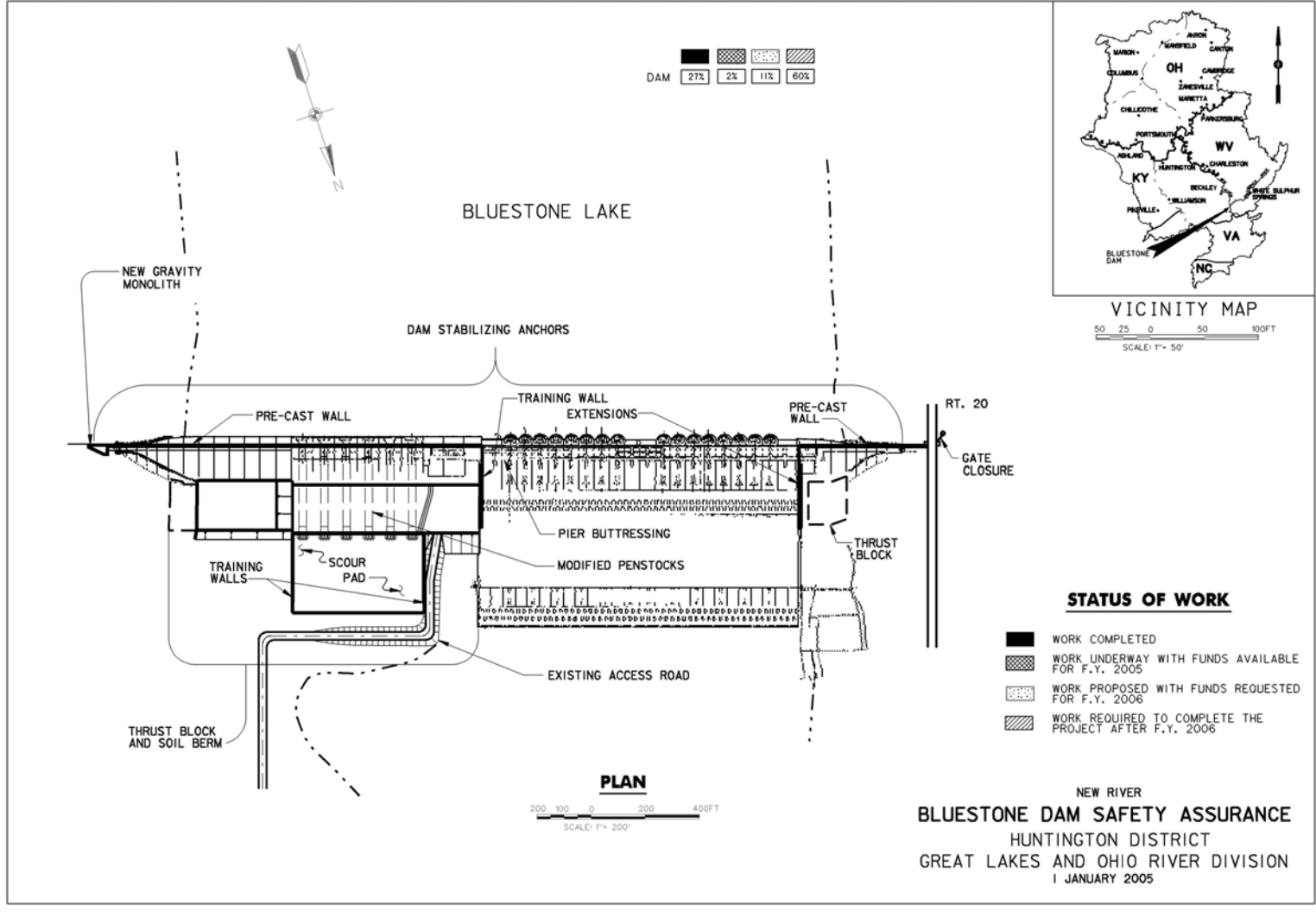
STATUS OF ENVIRONMENTAL IMPACT STATEMENT: The final Environmental Impact Statement was filed with EPA on August 31, 1998.

OTHER INFORMATION: The Bluestone Dam, West Virginia, Final Evaluation Report and Environmental Impact Statement was approved August 13, 1998.

The scheduled completion date is the same as the latest presented to Congress (FY 2005), "To Be Determined".

CORPS OF ENGINEERS

U.S. ARMY



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**GREAT LAKES AND OHIO RIVER DIVISION
JUSTIFICATION OF ESTIMATE**

APPROPRIATION TITLE: Operation and Maintenance, General, FY 2006

1. Navigation

a. Channels and Harbors

The program request of \$45,316,000 provides for the operational requirements of 57 projects. Requirements include: dredging, snagging, repairing channel stabilization works, harbor jetties, navigation structures, constructing bulkheads and confined disposal areas. The requested amount also includes an amount from the Special Fund established by WRDA96 covering 100% of the costs of operation and maintenance of dredged material disposal facilities for which fees were collected.

<u>State/ Project Name</u>	<u>ESTIMATED OBLIGATIONS (\$)</u>		<u>Reason For Change and Major Maintenance Items</u>
	<u>FY 2005 TOTAL</u>	<u>FY 2006 TOTAL</u>	
			(Threshold \$1,000,000).
Illinois			
Calumet Harbor and River (IL & IN)	1,687,000	2,900,000	Dredge critical shoaling areas and repair breakwater. Work on the Dredge Material. Management Plan for the project will cease at 50% completion.
Chicago Harbor	3,829,000	3,499,000	Continue operation of Chicago Lock. Complete construction of lock control house.
Chicago River	360,000	385,000	Gage data collection/analysis to support water control activities.
Lake Michigan Diversion	512,000	547,000	Monitor quantity of water diverted to Illinois from Lake Michigan.
Waukegan Harbor	2,506,000	680,000	Only dredging of the Outer Harbor approach channel will be completed.
Kentucky			
Big Sandy Harbor	589,000	1,091,000	FY 06 – Channel Maintenance Dredging. Maintain channel for industry.

**GREAT LAKES AND OHIO RIVER DIVISION
JUSTIFICATION OF ESTIMATE**

APPROPRIATION TITLE: Operation and Maintenance, General, FY 2006

1. **Navigation** (continued)

a. **Channels and Harbors** (continued)

<u>State/ Project Name</u>	<u>ESTIMATED OBLIGATIONS (\$)</u>		<u>Reason For Change and Major Maintenance Items</u>
	<u>FY 2005 TOTAL</u>	<u>FY 2006 TOTAL</u>	
			(Threshold \$1,000,000).
Michigan			
Channels in Lake St. Clair	91,000	183,000	Surveys conducted for commercial navigation of connecting channels and sediment. sampling.
Charlevoix Harbor	149,000	89,000	Perform strike removal.
Detroit River	4,074,000	4,347,000	Dredge critical shoals and perform location and removal of obstructions.
Frankfort Harbor	0	37,000	
Grand Haven Harbor	595,000	1,879,000	Dredge critical shoals. Dredge inner harbor. Perform surveys.
Grand Marais Harbor	170,000	14,000	Perform condition surveys in FY 06.
Holland Harbor	1,136,000	1,354,000	Dredge inner critical shoals, a continuing contract.
Lac La Belle Harbor	0	92,000	
Keweenaw Waterway	373,000	370,000	None.
Ludington Harbor	503,000	500,000	Dredge critical shoals in FY 2006.

**GREAT LAKES AND OHIO RIVER DIVISION
JUSTIFICATION OF ESTIMATE**

APPROPRIATION TITLE: Operation and Maintenance, General, FY 2006

1. Navigation (continued)

a. Channels and Harbors (continued)

State/ Project Name	<u>ESTIMATED OBLIGATIONS (\$)</u>		<u>Reason For Change and Major Maintenance Items</u>
	<u>FY 2005 TOTAL</u>	<u>FY 2006 TOTAL</u>	
			(Threshold \$1,000,000).
Michigan (continued)			
Monroe Harbor	173,000	550,000	Dredge critical shoals.
Muskegon Harbor	44,000	525,000	Dredging critical shoals in FY 2006.
Rouge River	1,160,000	1,161,000	None.
Saginaw River	2,669,000	2,427,000	Variation in critical shoals dredging costs in FY 2006..
St. Clair River	885,000	920,000	Strike removal operations.
St. Joseph Harbor	566,000	470,000	Variation in critical shoals dredging costs in FY 2006.
Minnesota			
Duluth-Superior Harbor (MN & WI)	4,598,000	5,081,000	Repair superior entry south pier (Phase II, Continuing Contract).
New York			
Buffalo Harbor	99,000	1,030,000	Dredge navigation channel.

**GREAT LAKES AND OHIO RIVER DIVISION
JUSTIFICATION OF ESTIMATE**

APPROPRIATION TITLE: Operation and Maintenance, General, FY 2006

1. Navigation (continued)

a. Channels and Harbors (continued)

<u>State/ Project Name</u>	<u>ESTIMATED OBLIGATIONS (\$)</u>		<u>Reason For Change and Major Maintenance Items</u>
	<u>FY 2005 TOTAL</u>	<u>FY 2006 TOTAL</u>	
			(Threshold \$1,000,000).
Ohio			
Ashtabula Harbor	803,000	1,063,000	None.
Cleveland Harbor	3,626,000	3,305,000	Dredge navigation channel.
Conneaut Harbor	235,000	2,315,000	None.
Lorain Harbor	2,423,000	600,000	Large \$ 2M West pier Construction in FY 05. Maintenance dredging in FY 06.
Sandusky Harbor	943,000	890,000	None.
Toledo Harbor	3,367,000	3,682,000	Dredge navigation channel.
West Virginia			
Elk Creek Harbor, WV	0	10,000	None.
Wisconsin			
Green Bay Harbor	3,353,000	2,476,000	Perform maintenance dredging of critical shoals in FY 2006.
Milwaukee Harbor	971,000	844,000	None.
TOTAL, Channels and Harbors	42,489,000	45,316,000	

7 February 2005

**GREAT LAKES AND OHIO RIVER DIVISION
JUSTIFICATION OF ESTIMATE**

APPROPRIATION TITLE: Operation and Maintenance, General, FY 2006

1. **Navigation** (continued)

b. **Locks, Dams and Canals**

The program request of \$134,694,000 provides for the operational requirements of 16 projects. Requirements include: operation and ordinary maintenance of project facilities; facility security, labor, supplies and parts for day-to-day functioning of projects; periodic maintenance, repairs and replacements; and contract law enforcement. The requested amount also includes an amount from the Inland Waterways Trust Fund (IWTF) equal to ¼ of the total costs of operation and maintenance of inland waterways having averaged more than 5 billion ton-miles of traffic per year for the past 5 years, and ½ of the total costs of operation and maintenance of all other inland waterways.

<u>State/ Project Name</u>	<u>ESTIMATED OBLIGATIONS (\$)</u>		<u>Reason For Change and Major Maintenance Items</u>
	<u>FY 2005 TOTAL</u>	<u>FY 2006 TOTAL</u>	
			(Threshold \$1,000,000).
Kentucky			
Green and Barren Rivers	1,770,000	1,178,000	None.
Ohio River Locks and Dams- Louisville District (Lower River Segment, Mile 438.0 to Mile 981.0; KY, IL, IN & OH)	36,194,000	32,210,000	Payback of CISP (Security) Funds was received in FY 05.
Ohio River Open Channel Work- Louisville District (Lower River Segment, Mile 438.0 to Mile 981.0; KY, IL, IN & OH)	3,206,000	3,928,000	None.

**GREAT LAKES AND OHIO RIVER DIVISION
JUSTIFICATION OF ESTIMATE**

APPROPRIATION TITLE: Operation and Maintenance, General, FY 2006

1. **Navigation** (continued)

b. **Locks, Dams and Canals** (continued)

<u>State/ Project Name</u>	<u>ESTIMATED OBLIGATIONS (\$)</u>		<u>Reason For Change and Major Maintenance Items</u>
	<u>FY 2005 TOTAL</u>	<u>FY 2006 TOTAL</u>	
			(Threshold \$1,000,000).
New York			
Black Rock Channel and Tonawanda Harbor	1,549,000	1,308,000	None.
Pennsylvania			
Allegheny River	4,494,000	4,393,000	Replace land wall filling valve (56' x 360' chamber) at C.W. Bill Young L&D; replace land wall filling valve (56' x 360' chamber) at L&D 7
Monongahela River (PA & WV)	13,629,000	17,138,000	Annual recurring maintenance, rehabilitate concrete at Braddock L&D; dewater 56' X 720' lock chamber and renovate filling valves at L&D 3; renovate and install 56' miter gates (56' x 751' chamber) at L&D 3; renovate and install upstream 56' miter gate (56' x 720' chamber) at L&D 4; replace electrical system, tainter gates and install line hooks and mooring cells at L&D 4; dewater 110' x 720' lock chamber and renovate operating machinery at Braddock L&D; dewater 84' X 600' lock chamber and repair lock gates and seals at Hildebrand L&D; dredge all lock chamber approaches

**GREAT LAKES AND OHIO RIVER DIVISION
JUSTIFICATION OF ESTIMATE**

APPROPRIATION TITLE: Operation and Maintenance, General, FY 2006

1. **Navigation** (continued)

b. **Locks, Dams and Canals** (continued)

<u>State/ Project Name</u>	<u>ESTIMATED OBLIGATIONS (\$)</u>		<u>Reason For Change and Major Maintenance Items</u>
	<u>FY 2005 TOTAL</u>	<u>FY 2006 TOTAL</u>	
			(Threshold \$1,000,000).
Pennsylvania (continued)			
Ohio River Locks and Dams- Pittsburgh District (Upper River Segment, Mile 0.0 to Mile 127.2; PA, OH & WV)	18,366,000	18,362,000	Annual recurring maintenance, replace land wall emptying valve and renovate operating machinery (56' x 360' chamber) at Montgomery L&D, repair lock gate anchorages (110' x 600' chamber) and repair sink hole at Dashields L&D; renovate river wall emptying valve and operating machinery (110' x 1200' chamber) , install mooring bits at New Cumberland L&D; recondition emergency bulkheads, repair overlay stone, repair concrete; perform a risk assessment, fabricate and install lift gates and operating machinery at Emsworth L&D; repair the tainter gates and valves for Pike Island and Hannibal L&D; repair monolith cracks at Pike Island L&D; perform security upgrades at all L&Ds
Tennessee			
Chickamauga Lock, Tennessee River	1,009,000	2,430,000	Replace embedded gate frame and anchor; replace strut arms; realign operating machinery.
Tennessee River (TN, AL, KY & MS)	15,897,000	18,537,000	Dewater and repair Kentucky lock and Wilson main lock; dredge Diamond Island.

**GREAT LAKES AND OHIO RIVER DIVISION
JUSTIFICATION OF ESTIMATE**

APPROPRIATION TITLE: Operation and Maintenance, General, FY 2006

1. **Navigation** (continued)

b. **Locks, Dams and Canals** (continued)

<u>State/ Project Name</u>	<u>ESTIMATED OBLIGATIONS (\$)</u>		<u>Reason For Change and Major Maintenance Items</u>
	<u>FY 2005 TOTAL</u>	<u>FY 2006 TOTAL</u>	
			(Threshold \$1,000,000).
West Virginia			
Kanawha River	10,788,000	13,661,000	FY 05 – CISP for upgrading security \$1.8 M. FY 06 – CISP for upgrading security \$2.2 M. Bulkhead Crane Rail and Structural Steel Replacement \$3.3M. Marmet L&D replace dam roller track rim bolts \$1.1 M. Winfield L&D Rehab Lower Miter Gates \$1.3M and rehab roller gate chains. Channel maintenance dredging \$467K.
Ohio River Locks and Dams - Huntington District (Middle River Segment, Mile 127.2 to Mile 438.0; WV, KY & OH)	25,597,000	19,530,000	FY 05 – CISP for upgrading security \$5.9 M. FY 06 – CISP for upgrading facility security \$1.2M. Willow Island L&D replace dam tainter gate side seals \$1.3M. Belleville L&D rehab culvert valve \$860 K. and continuing contract to metallize dam tainter gates \$1M. Meldahl L&D replace miter gates, Phase B (incl continuing contract) \$3M. Racine L&D rework middle wall fill/empty culvert valves and replace dam tainter gate side seals \$2.3M.

**GREAT LAKES AND OHIO RIVER DIVISION
JUSTIFICATION OF ESTIMATE**

APPROPRIATION TITLE: Operation and Maintenance, General, FY 2006

1. **Navigation** (continued)

b. **Locks, Dams and Canals** (continued)

<u>State/ Project Name</u>	<u>ESTIMATED OBLIGATIONS (\$)</u>		<u>Reason For Change and Major Maintenance Items</u>
	<u>FY 2005 TOTAL</u>	<u>FY 2006 TOTAL</u>	
			(Threshold \$1,000,000).
Ohio River Open Channel Work - Huntington District (Middle River Segment, Mile 127.2 to Mile 438.0; WV, KY & OH)	2,375,000	2,019,000	FY 06 – Channel Maintenance Dredging to maintain channel for industry.
TOTAL, Locks, Dams and Canals	134,874,000	134,694,000	
TOTAL - NAVIGATION	177,363,000	180,010,000	

**GREAT LAKES AND OHIO RIVER DIVISION
JUSTIFICATION OF ESTIMATE**

APPROPRIATION TITLE: Operation and Maintenance, General, FY 2006

2. Flood Control

a. Reservoirs

The program request of \$79,082,000 provides for the operational requirements of 71 flood control reservoirs. Requirements include: operation and ordinary maintenance of project facilities; facility security, labor, supplies, materials, and parts for day-to-day functioning of projects; periodic maintenance, repairs, and replacements; and contract law enforcement. The requested amount also includes an amount from the Special Recreation Use Fees (SRUF) Special Fund for recreation areas.

<u>State/ Project Name</u>	<u>ESTIMATED OBLIGATIONS (\$)</u>		<u>Reason For Change and Major Maintenance Items</u>
	<u>FY 2005 TOTAL</u>	<u>FY 2006 TOTAL</u>	
			(Threshold \$1,000,000).
Indiana			
Brookville Lake	675,000	872,000	None.
Cagles Mill Lake	817,000	600,000	None.
Cecil M. Harden Lake	758,000	687,000	None.
J. Edward Roush Lake	692,000	643,000	None.
Mississinewa Lake	709,000	751,000	None.
Monroe Lake	796,000	689,000	None.
Patoka Lake	723,000	619,000	None.
Salamonie Lake	595,000	637,000	None.

**GREAT LAKES AND OHIO RIVER DIVISION
JUSTIFICATION OF ESTIMATE**

APPROPRIATION TITLE: Operation and Maintenance, General, FY 2006

2. Flood Control (continued)

a. Reservoirs (continued)

<u>State/ Project Name</u>	<u>ESTIMATED OBLIGATIONS (\$)</u>		<u>Reason For Change and Major Maintenance Items</u>
	<u>FY 2005 TOTAL</u>	<u>FY 2006 TOTAL</u>	
			(Threshold \$1,000,000).
Kentucky			
Barren River Lake	2,811,000	2,102,000	None.
Buckhorn Lake	1,384,000	1,195,000	None.
Carr Creek Lake	1,634,000	1,252,000	None.
Cave Run Lake	825,000	733,000	None.
Dewey Lake	1,214,000	1,245,000	None.
Fishtrap Lake	1,537,000	1,621,000	None.
Grayson Lake	1,050,000	1,140,000	None.
Green River Lake	2,394,000	1,882,000	None.
Martins Fork Lake	651,000	599,000	None.
Nolin Lake	2,276,000	1,817,000	None.
Paintsville Lake	983,000	912,000	None.

**GREAT LAKES AND OHIO RIVER DIVISION
JUSTIFICATION OF ESTIMATE**

APPROPRIATION TITLE: Operation and Maintenance, General, FY 2006

2. Flood Control (continued)

a. Reservoirs (continued)

<u>State/ Project Name</u>	<u>ESTIMATED OBLIGATIONS (\$)</u>		<u>Reason For Change and Major Maintenance Items</u>
	<u>FY 2005 TOTAL</u>	<u>FY 2006 TOTAL</u>	
			(Threshold \$1,000,000).
Kentucky (continued)			
Rough River Lake	2,449,000	1,945,000	None.
Taylorsville Lake	1,008,000	1,149,000	None.
Yatesville Lake	797,000	1,070,000	None.
Maryland			
Youghiogheny River Lake	1,677,000	2,124,000	Upgrade electrical and physical security systems for CPSP program. Repair sewer line and utilities for the Tub Run camp ground.
New York			
Mt. Morris Lake	2,565,000	3,845,000	Variations in annual costs of operations and maintenance projects. In addition, complete construction of access road, environmental compliance remediation, facility security, hydraulic replacement study, slope stability analysis of the service road and study/evaluation automation of the operating gates scheduled in FY 06.
Ohio			
Alum Creek Lake	1,073,000	948,000	None.
Berlin Lake	1,747,000	1,544,000	Remove lead paint from crest gates to repair corrosion on the gates in FY 2005.
Caesar Creek Lake	1,369,000	1,222,000	None..

**GREAT LAKES AND OHIO RIVER DIVISION
JUSTIFICATION OF ESTIMATE**

APPROPRIATION TITLE: Operation and Maintenance, General, FY 2006

2. Flood Control (continued)

a. Reservoirs (continued)

<u>State/ Project Name</u>	<u>ESTIMATED OBLIGATIONS (\$)</u>		<u>Reason For Change and Major Maintenance Items</u>
	<u>FY 2005 TOTAL</u>	<u>FY 2006 TOTAL</u>	
			(Threshold \$1,000,000).
Ohio (continued)			
Clarence J. Brown Dam and Reservoir	1,336,000	1,358,000	None.
Deer Creek Lake	832,000	815,000	None.
Delaware Lake	812,000	794,000	None.
Dillon Lake	788,000	1,790,000	FY 06 – Repair spillway and service bridge \$1M. Funding level increased by HQ Business Line Manager.
Michael J. Kirwan Dam and Reservoir	757,000	718,000	Repair cracked and leaking monolith joints in FY 2005.
Mosquito Creek Lake	941,000	717,000	Periodic inspection reports and water management activities in FY 2005.
Muskingum River Lakes	7,219,000	6,754,000	FY 05 – Includes Congressional Adds \$1.2M. FY 06 – Funding level increased by HQ Business Line Manager for dam safety issues.
North Branch of Kokosing River	163,000	125,000	None.
Paint Creek Lake	852,000	721,000	None.
Tom Jenkins Dam	401,000	290,000	None.

7 February 2005

**GREAT LAKES AND OHIO RIVER DIVISION
JUSTIFICATION OF ESTIMATE**

APPROPRIATION TITLE: Operation and Maintenance, General, FY 2006

2. Flood Control (continued)

a. Reservoirs (continued)

<u>State/ Project Name</u>	<u>ESTIMATED OBLIGATIONS (\$)</u>		<u>Reason For Change and Major Maintenance Items</u>
	<u>FY 2005 TOTAL</u>	<u>FY 2006 TOTAL</u>	
			(Threshold \$1,000,000).
Ohio (continued)			
West Fork of Mill Creek Lake	986,000	403,000	None.
William H. Harsha Lake	882,000	710,000	None.
Pennsylvania			
Conemaugh River Lake	968,000	1,074,000	Replace the gantry crane conductor rails
Crooked Creek Lake	1,156,000	1,033,000	Replace low flow valve actuators and position indicators.
East Branch Clarion River Lake	1,231,000	799,000	Periodic inspection reports and water management activities.
Kinzua Dam and Allegheny Reservoir (PA & NY)	1,220,000	1,147,000	Upgrade electrical and physical security systems for CPSP program in FY 2005. in FY2005.
Loyalhanna Lake	905,000	785,000	Replace cracked concrete service bridge deck and bridge supports in FY 2005.

**GREAT LAKES AND OHIO RIVER DIVISION
JUSTIFICATION OF ESTIMATE**

APPROPRIATION TITLE: Operation and Maintenance, General, FY 2006

2. **Flood Control** (continued)

a. **Reservoirs** (continued)

<u>State/ Project Name</u>	<u>ESTIMATED OBLIGATIONS (\$)</u>		<u>Reason For Change and Major Maintenance Items</u>
	<u>FY 2005 TOTAL</u>	<u>FY 2006 TOTAL</u>	
			(Threshold \$1,000,000).
Pennsylvania (continued)			
Mahoning Creek Lake	756,000	946,000	Repair and repaint deteriorated on gantry crane, crest gates; modify platform for jib crane.
Shenango River Lake	2,246,000	1,831,000	Upgrade and repair sewage treatment plant to comply with EPA regulations. FY2005.
Tionesta Lake	1,483,000	1,331,000	Refurbish service gate number 1, replace two 24" low flow valves and two 36" emergency / maintenance gates . FY2005.
Union City Lake	232,000	147,000	Periodic inspection reports and water management activities in FY2005.
Woodcock Creek Lake	762,000	714,000	Periodic inspection reports and water management activities in FY 2005.
Virginia			
John W. Flannagan Dam and Reservoir	1,184,000	1,435,000	None.
North Fork of Pound River Lake	327,000	346,000	None.
West Virginia			
Beech Fork Lake	1,571,000	1,014,000	None.

**GREAT LAKES AND OHIO RIVER DIVISION
JUSTIFICATION OF ESTIMATE**

APPROPRIATION TITLE: Operation and Maintenance, General, FY 2006

2. Flood Control (continued)

a. Reservoirs (continued)

<u>State/ Project Name</u>	<u>ESTIMATED OBLIGATIONS (\$)</u>		<u>Reason For Change and Major Maintenance Items</u>
	<u>FY 2005 TOTAL</u>	<u>FY 2006 TOTAL</u>	
			(Threshold \$1,000,000).
West Virginia (continued)			
Bluestone Lake	1,571,000	3,828,000	FY 06 – Funding level increased by HQ Business Line Manager. CISP for upgrading facility security \$1.7M.
Burnsville Lake	1,503,000	1,517,000	None.
East Lynn Lake	1,531,000	1,799,000	None.
R.D. Bailey Lake	1,457,000	1,515,000	None.
Stonewall Jackson Lake	822,000	640,000	Periodic inspection reports and water management activities in FY 2005.
Summersville Lake	1,561,000	1,657,000	None.
Sutton Lake	2,502,000	1,788,000	FY 05 – Includes completion of Congressional Add Work – Handicap fisherman's access tailwater; playground
Tygart Lake	4,121,000	2,950,000	Continuing contract to replace bulkhead hoist system, upgrade electrical and hydraulic systems and repair slide gates; repair cracks in the stilling basin; upgrade electrical and physical security requirements in accordance with the CPSP program

**GREAT LAKES AND OHIO RIVER DIVISION
JUSTIFICATION OF ESTIMATE**

APPROPRIATION TITLE: Operation and Maintenance, General, FY 2006

2. **Flood Control** (continued)

a. **Reservoirs** (continued)

<u>State/ Project Name</u>	<u>ESTIMATED OBLIGATIONS (\$)</u>		<u>Reason For Change and Major Maintenance Items</u>
	<u>FY 2005 TOTAL</u>	<u>FY 2006 TOTAL</u>	
			(Threshold \$1,000,000).
Wisconsin			
Fox River	1,661,000	1,748,000	In FY 04 Fox River Locks and Canals were transferred to the State of Wisconsin. The Corps still has responsibility for the dams.
TOTAL, Reservoirs	81,948,000	79,082,000	

**GREAT LAKES AND OHIO RIVER DIVISION
JUSTIFICATION OF ESTIMATE**

APPROPRIATION TITLE: Operation and Maintenance, General, FY 2006

2. Flood Control (continued)

b. Channel Improvements, Inspection and Miscellaneous Maintenance

The program request of \$1,749,000 provides for the annual and periodic maintenance requirements of 6 local protection projects and the inspection of completed works during the budget year.

<u>State/ Project Name</u>	<u>ESTIMATED OBLIGATIONS (\$)</u>		<u>Reason For Change and Major Maintenance Items</u>
	<u>FY 2005 TOTAL</u>	<u>FY 2006 TOTAL</u>	
			(Threshold \$1,000,000).
Kentucky			
Middlesboro	116,000	62,000	Conduct corrugated metal & concrete pipe study in FY 2005.
Ohio			
Massillon	24,000	25,000	None.
Roseville	29,000	30,000	None.
Pennsylvania			
Johnstown	1,466,000	1,603,000	Complete remaining major rehab work.
Punxsutawney	16,000	13,000	None.
West Virginia			
Elkins	17,000	16,000	None.
TOTAL, Federally Maintained Projects	1,668,000	1,749,000	

**GREAT LAKES AND OHIO RIVER DIVISION
JUSTIFICATION OF ESTIMATE**

APPROPRIATION TITLE: Operation and Maintenance, General, FY 2006

2. Flood Control (continued)

b. Channel Improvements, Inspection and Miscellaneous Maintenance (continued)

<u>State/ Project Name</u>	<u>ESTIMATED OBLIGATIONS (\$)</u>		<u>Reason For Change and Major Maintenance Items</u>
	<u>FY 2005 TOTAL</u>	<u>FY 2006 TOTAL</u>	
			(Threshold \$1,000,000).
<p>Inspection of Completed Works. The \$1,510,000 requested in FY 2006 supports inspections at flood control projects constructed by the Corps and operated and maintained by non-Federal interests. The inspections are conducted to determine the extent of compliance with legal standards and to advise local interests, as necessary, of corrective measures required to ensure that project structures and facilities will continue to safely provide flood protection benefits. These projects consist of features such as channels, levees, flood walls, drainage structures and pumping plants.</p>			
Illinois	0	155,000	
Indiana	326,000	370,000	
Kentucky	81,000	83,000	
Michigan	137,000	144,000	
Minnesota	15,000	15,000	
New York	171,000	350,000	
Ohio	355,000	280,000	
Pennsylvania	125,000	8,000	
West Virginia	85,000	85,000	
Wisconsin	20,000	20,000	
TOTAL, Inspection of Completed Works	1,315,000	1,510,000	None.

**GREAT LAKES AND OHIO RIVER DIVISION
JUSTIFICATION OF ESTIMATE**

APPROPRIATION TITLE: Operation and Maintenance, General, FY 2006

2. Flood Control (continued)

b. Channel Improvements, Inspection and Miscellaneous Maintenance (continued)

<u>State/ Project Name</u>	<u>ESTIMATED OBLIGATIONS (\$)</u>		<u>Reason For Change and Major Maintenance Items</u>
	<u>FY 2005 TOTAL</u>	<u>FY 2006 TOTAL</u>	
			(Threshold \$1,000,000).
TOTAL, Channel Improvements, Inspection and Miscellaneous Maintenance	2,983,000	3,259,000	
TOTAL - FLOOD CONTROL	84,479,000	82,341,000	

**GREAT LAKES AND OHIO RIVER DIVISION
JUSTIFICATION OF ESTIMATE**

APPROPRIATION TITLE: Operation and Maintenance, General, FY 2006

3. Multiple Purpose Power

The program request of \$67,737,000 provides for the operational requirements of 10 multiple purpose projects. Requirements include: operation and ordinary maintenance of project facilities; facility security, labor, supplies, materials, and parts for day-to-day functioning; periodic maintenance, repairs, and replacements; and contract law enforcement. The requested amount also includes application of special recreation use fees for recreation areas.

<u>State/ Project Name</u>	<u>ESTIMATED OBLIGATIONS (\$)</u>		<u>Reason For Change and Major Maintenance Items</u>
	<u>FY 2005 TOTAL</u>	<u>FY 2006 TOTAL</u>	
			(Threshold \$1,000,000).
Kentucky			
Barkley Dam and Lake Barkley (KY & TN)	8,520,000	9,507,000	Dredging and upland disposal area Cumberland River Mile 104; dewater and repair lock.
Laurel River Lake	1,318,000	1,814,000	None.
Wolf Creek Dam and Lake Cumberland	9,300,000	5,902,000	Rewind hydropower generator unit 4 and rehab power plant crane in FY 2005.
Michigan			
St. Marys River	16,381,000	17,134,000	Maintenance of the locks, power plant, service facilities and location and removal of obstructions.
Tennessee			
Center Hill Lake	6,162,000	6,397,000	Upgrade facility security.
Cheatham Lock and Dam	5,750,000	5,103,000	None.

**GREAT LAKES AND OHIO RIVER DIVISION
JUSTIFICATION OF ESTIMATE**

APPROPRIATION TITLE: Operation and Maintenance, General, FY 2006

3. Multiple Purpose Power (continued)

<u>State/ Project Name</u>	<u>ESTIMATED OBLIGATIONS (\$)</u>		<u>Reason For Change and Major Maintenance Items</u>
	<u>FY 2005 TOTAL</u>	<u>FY 2006 TOTAL</u>	
			(Threshold \$1,000,000).
Tennessee (continued)			
Cordell Hull Dam and Reservoir	5,683,000	6,226,000	Upgrade facility security.
Dale Hollow Lake (TN & KY)	5,786,000	5,531,000	Upgrade power plant fire system.
J. Percy Priest Dam and Reservoir	4,617,000	3,738,000	None.
Old Hickory Lock and Dam	8,692,000	6,385,000	Dewater & repair lock and purchase lock hydraulic/electric equip in FY 2005.
TOTAL - MULTIPLE PURPOSE POWER	72,209,000	67,737,000	

**GREAT LAKES AND OHIO RIVER DIVISION
JUSTIFICATION OF ESTIMATE**

APPROPRIATION TITLE: Operation and Maintenance, General, FY 2006

4. Protection of Navigation

The program request of \$5,283,000 provides for accomplishing project condition surveys for projects where maintenance is not scheduled in the budget year. It also provides for Great Lakes water control monitoring.

<u>State/ Project Name</u>	<u>ESTIMATED OBLIGATIONS (\$)</u>		<u>Reason For Change and Major Maintenance Items</u>
	<u>FY 2005 TOTAL</u>	<u>FY 2006 TOTAL</u>	
			(Threshold \$1,000,000).

Project Condition Surveys. The \$ 1,066,000 requested in FY 2006 supports hydrographic surveys, inspections, and studies to determine the condition of navigation channels that do not have any other maintenance work included in the budget request and disseminate the information to users of the projects. For the projects that do not require maintenance, surveys are performed at many of them in order to determine the degree of sedimentation so that users can be advised of channel conditions and future maintenance can be scheduled.

Illinois	31	33	
Indiana	56	59	
Michigan	38	178	
Minnesota	68	46	
New York	115	380	
Ohio	84	240	
Pennsylvania	59	30	
Wisconsin	58	100	
Project Condition Surveys	509	1066	Variation in number of projects surveyed in FY 2006.

**GREAT LAKES AND OHIO RIVER DIVISION
JUSTIFICATION OF ESTIMATE**

APPROPRIATION TITLE: Operation and Maintenance, General, FY 2006

4. Protection of Navigation (continued)

<u>State/ Project Name</u>	<u>ESTIMATED OBLIGATIONS (\$)</u>		<u>Reason For Change and Major Maintenance Items</u>
	<u>FY 2005 TOTAL</u>	<u>FY 2006 TOTAL</u>	
			(Threshold \$1,000,000).
<p>Surveillance of Northern Boundary Waters. The \$4,187,000 requested in FY 2006 supports meeting U.S. obligations under provisions of boundary water treaties and other international agreements. Data collection includes current velocity measurements, presence and intensity of ice, water levels, land use patterns and estimating potential damages caused by extreme levels. This information can be used to enhance water level forecasts, develop crises response plans, and provide advance warning to area residents and waterway users of impending floods or ice jams.</p>			
Illinois	114	114	
Indiana	111	111	
Michigan	2286	2314	
Minnesota	0	216	
New York	390	710	
Ohio	160	170	
Pennsylvania	65	80	
Wisconsin	448	472	
TOTAL, Surveillance of Northern Boundary Waters	3574	4187	None.

**GREAT LAKES AND OHIO RIVER DIVISION
JUSTIFICATION OF ESTIMATE**

The if if APPROPRIATION TITLE: Operation and Maintenance, General, FY 2006

4. Protection of Navigation (continued)

<u>State/ Project Name</u>	<u>ESTIMATED OBLIGATIONS (\$)</u>		<u>Reason For Change and Major Maintenance Items</u>
	<u>FY 2005 TOTAL</u>	<u>FY 2006 TOTAL</u>	
			(Threshold \$1,000,000).
TOTAL - PROTECTION OF NAVIGATION	4,083,000	5,220,000	
Other Projects Maintained Periodically	12,543,000		Projects not funded in FY 06.
GRAND TOTAL - GREAT LAKES AND OHIO RIVER	351,129,000	335,341,000	